

small air forces observer

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching the history of aviation on all aspects of aviation, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material.

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AIR INTERNATIONAL VOLUME 33

BOLIVIA: "Bolivian Air Power - Seventy Years On", Vol. 33, No. 4, p. 170.

CHINA: "A Glimpse of China", Vol. 33, No. 1, p. 14.

HUNGARY: "Magyar Top Cover", Vol. 33, No. 5, p. 246.

INDIA: "Guarding India's Coasts", Vol. 33, No. 2, p. 69.

"Defending India's Frontiers", Vol. 33, No. 6, p. 277.

JORDAN: "The Royal Jordanian Air Force", Vol. 33, No. 5, p. 215.

PORTUGAL: "Portugal's Growing Air Power", Vol. 33, No. 2, p. 66.

TAIWAN: "In Defence of Taiwan", Vol. 33, No. 3, p. 116.

Compiled by: Tor Scott (SAFCH #404), 168 59th Ave., Chomedey, Laval, PQ, CANADA H7V 2B8

AUSTRALIA

AUSTRALIAN PLASTIC MODELLER'S ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues airmail A\$ 18.00).

4/87 (32 pages) "Kiwi Skyhawks" 4 pages including one photo and 2 pages of drawings of RNZAF A-4s in new wrap-around camouflage. "RAN Fireflies" 6 pages including 2 photos and 9 side-view drawings including training versions. "Spitfire VI" a one page conversion article. "More Canberras" 4 pages including side-view drawings of 3 SAAF, 2 RNZAF, and one Indian (in UN markings) aircraft. "Bulgarian Bf-109E-7" 1/4 page side-view drawing of aircraft in little-known insignia used in late 1944. "Kangazelle" 1/2 page of RAF Gazelle "zapped" with RAN markings. "Jindivik Update" 1/2 page drawing of aircraft on display at RAAF Edinburgh. "Shutterbug Miracles" 2 pages including side-view drawings of 3 RAAF photo Mirages. "Aeronavale" 1/2 page with side-view drawings of French Navy Hurricane and Spitfire. "The First of Many" 4 pages on modeling the fabric winged Hurricanes including 4 side-view drawings. "French Invader" 1/3 page side-view drawing of B-26N in Algeria.

AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Kannwegasse 1/15, A-1150, Wien).

3/87 (28 pages) "FP Offzst. Josef Siegel" 9 pages including side-view drawings of Hansa Brandenburg DI '28.26', '28.30', and '28.58'. "Aviatik Berg DI 138.24" 3 pages including side-view drawing. "Flugzeuge 1923-1938" 7 pages including 19 side-view drawings of aircraft 'A-1' through 'A-24' (Hopfner S.1, Junkers F-13, SVA 5, Fokker F III, Hansa Brandenburg C I, Austria B I, Phoenix D I, Brandenburg B I, Avis B I, DeH 82A, Avis BS, DeH 60M, and Brandenburg C I).

4/87 (27 pages) "Dragon Rapide DH-89" 5 pages including one photo and a 3-page 1/72-scale 3-view drawing of 'OE-FAA' ambulance. "Trioler Volksflugzeug" 2 pages including 1/72-scale 3-view drawing. "Dornier Do-27" 6 pages including one photo and three 1/72-scale 3-view drawings (unmarked, 'OE-DGO' camouflaged, & 'OE-DGO' silver). "Albatros B-IIa" 5 pages including one photo and a 2-page 1/72-scale 3-view drawing of 'A35'.

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-1200 Deurne/Antwerp; 4 issues for US\$ 13.00, add \$3.00 for airmail, no personal checks accepted).

#67 Autumn 87 (28 pages) "Mirage 5BA 'Black Bird'" 10 pages including 6 photos (one in color), 2-page 1/72-scale 3-view drawings, and 2-page fold-out 1/48-scale 3-view drawing of 'BA-33' in special colors marking 70th Anniversary of No. 1 Squadron. "The Gloster Meteor F.Mk.8 in Belgian Service (Part 3)" 12 pages including 10 photos, port and starboard view drawings of 4 aircraft, and a 4-page table on individual aircraft.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ).

13/3 (20 pages) "FW 56 Stoesser" 4 pages including photo of only Brazilian FW 56 'PP-RCB'. "Interior Colors of Brazilian Meteors" 1/2 page. "Fokker S 12" small 3-view drawing, exploded view, and details of landing gear.

13/4 (20 pages) "SAAB Viggen" 5 pages

including 2 pages of drawings of multicolored camouflage scheme and 2 pages of drawings of details. "Dragon Rapide" 5 pages including drawings of interior details and 4 photos of aircraft in Brazilian registration ('PP-VAN' & 'PP-VAN'). "Water Hazard" one page of drawings of South Korean Navy AT-6 on floats.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$16.00 in US \$18.00 elsewhere).

1/19 (24 pages) Nothing of small air force interest.

CZECHOSLOVAKIA

LETECTVI + KOSMONAUTIKA (Best obtained by exchange with a friend in Czechoslovakia).

18/87 (44 pages) Photos: 12 Cz. Frogfoot. "Male Letectvo: Jak-3" 2 pages including 3 photos, 1/72-scale drawings, and drawings of cockpit interior. "Cz. Aircraft at Zurich 1937" 3 pages including 7 photos. "Letadla 39-45: DAP Beaufort" one page with 2 photos and 1/187-scale 3-view drawing. "Monografie: S-70 Black Hawk Part 1" 3 pages including 10 photos. "Z Archivu" 1/2 page including 2 photos and small 3-view drawing of Fairey FD-1 Delta.

19/87 (44 pages) Photos: 5 color photos of Z-37 Cmelak 'OK-DJY'. "Cz. Aircraft at Zurich 1937" 4 pages including 9 photos and a page color 3-views (B-534 'OK-AMN' & '-AMP' and Ba-122.13 'OK-AME'). "Maly Letectvo: Jak-3" 2 pages including 4 photos and drawings of landing gear. "Letadla 39-45: BV 144" one page including one photo and 1/150-scale 3-view drawing. "Monografie: S-70 Black Hawk Part 2" 3 pages including 2 photos and 1/111-scale 3-view drawing. "Z Archivu: C-3605" 1/2 page including 2 photos and small 3-view drawing. "Ptali Jste Se" one page including photo of Bangladesh MiG-21MF and Bulgarian DAR-3A.

20/87 (44 pages) "Male Letectvo: Letov S-16" one page including 2 photos and drawings of interior construction. "Letadla 39-45: Aichi D1A" one page including one photo and 1/125-scale 3-view drawing. "Monografie: Grizodubov G-1 to G-4" 3 pages including 3 photos and 1/69-scale 3-view drawing of G-2. "Z Archivu: Macchi M-14bis" 1/2 page including one photo and small 3-view drawing. Page of color side-view drawings (DAP Beaufort, BV-144, Grumman Goose, NC-223, & Aichi D1A2).

21/87 (44 pages) "Male Letectvo: Letov S-16" one page including 3 photos of interior construction. "Letadla 39-45: Fiat G-12" one page including one photo and 1/250-scale 3-view drawing. "Monografie: Avro 707 Part 1" 4 pages including 9 photos (one in color). "Z Archivu: SPAD-Hebermont XXbis 6" 1/2 page including one photo and small 3-view drawing.

22/87 (44 pages) Color photos: L-39 Albatros (3) and BH-11c Antilopa 'OK-LIQ'. "Male Letectvo: La-5FN" 3 pages including 3-view drawings and drawings of cockpit interior. "Letadla 39-45: Vultee Stinson L-1 Vigilant" one page including one photo and 1/150-scale 3-view drawing. "Monografie: Avro 707 Part 2" 4 pages including 11 photos and 1/109-scale 3-view drawing. "Z Archivu: Dornier Do-212" 1/2 page including one photo and small 3-view drawing.

23/87 (44 pages) "Male Letectvo: MiG-21" one review of new 1/48-scale kit from Cz. "Letadla 39-45: Berjev MBR-2" one page including 2 photos and 1/172-scale 3-view drawing. "Monografie: Iljusin Il-12 Part 1" 4 pages including 7 photos and 6 color side-view

drawings (2 Soviet, 3 Cz., & one Polish). "Z Archivu: PS-89" 1/2 page including one photo and small 3-view drawing.

24/87 (44 pages) Male Letectvo: New Zealand Corsairs" 2 pages including 2 photos, drawings of 2 aircraft, and drawings of insignia. "PZL I-22 Iryd" 3 pages including 10 photos. "Letadla 39-45: Bloch MB-157" one page including 2 photos and 1/115-scale drawing. "Monografie: Il-12 Part 2" 3 pages including 10 photos. "Z Archivu: Bichy LB-2" 1/2 page with one photo and small 3-view drawing.

25/87 (44 pages) Color photos: Cz. Su-7 (5). "Male Letectvo: New Zealand Corsairs" 2 pages including 2 photos and drawings of 3 aircraft. "Monografie: Il-12 Part 3" 3 pages including 4 photos and 1/150-scale 3-view drawing. "Letadla 39-45: Junkers Ju-290 Seeadler" one page including one photo and 1/300-scale 3-view drawing. "Z Archivu: Miles M-30X" 1/2 page including 2 photos and small 3-view drawing. Color side-view drawings (Berjev MBR-2, Fiat G-12, Vultee Vigilant, MB-157, Ju-290, & Bolingbroke Mk IV).

DENMARK

NYT (IPMS Denmark, c/o Kai Willadsen, Kastellet 54/322 Kobenhavn O (01) 12 94 51; 4 issues for 70 Dkr surface, 80 Dkr airmail).

#38 (30 pages) Two "recruitment" posters (Danish pilots standing before Hughes 500 & F-16)

#39 (30 pages) "Hawker Hunter F.Mk.51" 6 pages including 8 photos (one in color) and 2 pages of 1/72-scale drawings of Danish aircraft.

ENGLAND

MAGAZINE (Neil Robertson, 16 Green St., Greasbrough, Rotherham, South Yorkshire, S61 4EF, 6 issues for £12.00. US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; \$22.00)

3/87 (24 pages) "Belgian Alouette III" 2 pages of drawings of a Force Navale Belge and Protection Civile machines. "The Aussie Mirages" 4+ pages 3 pages of drawings. Color photos: overall blue French F-8E(FN) and Belgian Mirage 5Ba 'BA 33'.

5/87 (30 pages) "From Twotter ... To Otter" 7 pages on converting the Matchbox kit of the Twin Otter to the single-engined Otter including 1/72-scale 3-view drawings and 9 side-view drawings (Ghana, Canada, RAAF, and UN). "Ilyushin Il-2 'Shturmovik'" 8 pages including 1/72-scale 3-view drawings showing the differences between the Il-2M and Il-2m3, interior and landing gear detail, and 10 side-view drawings. "Marcel's Missing Link ... a Mystere resolved" 4 pages on the Mystere IVA including top-, port-, and starboard-view drawings of an Israeli machine, and side-view drawings of an Israeli and French machine.

6/87 (40 pages) "Australian Tiger Moths" 4 pages including 2 pages of side-view drawings (standard, bomb-carrying, and 2 ambulance versions). "Argentine Panthers" 2 pages of drawings (from SAFO), "Building a 1/72 Scale Hawker Hunter" 7 pages including conversion information, drawings of interior, and 3 side-view drawings of RAF aircraft.

(Editor's note: the new editor says "I'm an old-fashioned IPMS lad at heart; I don't consider that the IPMS (UK) MAGAZINE is in competition with commercial magazines, and am determined to see it continue as a vehicle for its members to happily contribute to, without being frightened off by professionally high

standards." Good luck Neil. I also long for the simpler days of R.C. Jones and Jim Sage when modeling was fun.)

PLASTIC KIT CONSTRUCTOR (PKC, 22 Slayleigh Ave., Sheffield S10 3RB, South Yorkshire; USA: J.J. Daileida, 4314 West 238th St., Torrance, CA 90505; 4 issues \$18.00).

February 1988 (24 pages) "The Albatros DIII Scout" 5 pages including 5 photos and 3 drawings of color schemes. "I-16" one page of scale drawings. "Pilatus P-2" 2 pages of 1/72-scale drawings (vacuum kits is available only to subscribers of PKC). "DH-108 Swallow" one page of 1/72-scale drawings.

WIND-SOCK (10 Long View, Chiltern Park Estate, Berkhamsted, Herts., HP4 1BY. Four issues per year; overseas £14.00; USA/Canada \$26.60 US from J.J. Daileida, 4314 West 238th St., Torrance, CA 90505)

1/4 Spring 88 (40 pages) "A Study in Scarlet" 10 pages on Richthofen's aircraft including 15 photos, one color chip, and 8 side- and top-view drawings. "R-Class Zeppelin in 1/72nd" 3 page modeling article. "AEG G-IV Bomber" 5 pages including 8 color and 18 black/white photos and one color chip. "SE5a Nightfighters" 2 pages of 6 photos. "Ab Initio" 2 page course on working with photo-etched brass accessories.

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 4 issues \$6.50, add \$1.00 for airmail and \$1.50 for cashing personal check).

1/86 #57 (8 pages) "MiG-29" 7 pages including 5 photos and 9 side-view drawings.

2/86 #58 (8 pages) "Finnish Renault FT 17" 7 pages including 6 photos, 1/72- and 1/35-scale drawings of Finnish tank.

3/86 #59 (8 pages) "SM-1SZ" 7 pages including 4 photos, 1/72-scale 3-view drawing, and 5 side-view drawings (3 Finnish and 2 Soviet).

4/86 #60 (8 pages) "MiG-3 (Early)" 7 pages including 4 photos, 3 pages of 1/72-scale 3-view drawings, and 8 side-view drawings.

1/87 #61 (8 pages) "MiG-3 (Late)" 7 pages including 4 photos, one 1/72-scale 3-view drawing, and 4 pages of side-, top-, bottom-view drawings.

FRANCE

LA VITRINE DU MAQUETTISTE (IPMS France, 73 rue Alexandre Dumas, 75020 Paris; 4 issues 60 FF surface, 80 FF air, back issues 12 FF, "La Lettre de l'IPMS" 25 FF).

#30 (48 pages) "Bloch 200" 6 pages including 9 photos. "Un Bloch 'Gout Bulgare'" one page on modeling a Bulgarian MB-200. "M. Bloch 200" one page on building the KP kit. "Et Pourquoi pas des Roues a 'Vrais' Rayons?" one page on making wire wheels. "Gerfaut" 4 pages on scratch building the weird-looking SFECMAS 1420 Gerfaut including 5 photos and 1/72-scale 3-view drawing. "Un Avion Unique ... Le DC-2 1/2 de C.N.A.C." 3 pages including 3 photos of model and sketches of necessary modification to the kit. "La S.P.C.A." 3 pages of photos (Meteor 63, SPCA 20, SPCA 10, SPCA 218, & SPCA 40T. "Le Vrai Vampire de la 57S" 2 pages including 3 photos. "Un 'chato' en Espagne" 2 pages on building the 1/48-scale resin kit including 2 photos of model. "Wagon Blinde Norsiste" 2 pages with 1/72-scale drawings for building US Civil War armored railway guns. "Le Nautilus" 4 pages on

building 1/10-scale model of Capt. Nemo's submarine based on illustration in Jules Verne book rather than Disney's interpretation. Photos: one page consisting of 6 photos of French CL-215.

#31 (52 pages) "Un Mustang Faisant de la Photo: le F-6D" 7 pages including 8 photos and drawings. "Tachikawa Ki-94-1" 2 pages including 1/72-scale drawings. "EC 4/7 Limousin" 5 pages including 10 photos and 2 side-view drawings of French F-84F and Jaguar. "L'Ancre sur les Cocardes" one page on anchor design in French Naval insignia. Other articles (with scale drawings) are on vehicles (Sdtkfz 252, Stower 40, & VBRG).

GERMANY

MITTEILUNGEN (IPMS Germany, Oertzenweg 12b, 1000 Berlin 37; 12 issues DM 42.00 Europe, DM 49.00 USA, DM 55.00 Japan, DM 61.00 Australia).

8/87 (30 pages) "Die PZL P-11c von S. Skalski" 4 pages including port-, top-, and bottom-view drawings.

1/88 (8 pages) Nothing of small-air-forces interest.

2/88 (30 pages) Nothing of small-air-forces interest.

ITALY

IL NOTIZIARIO (IPMS Italy, CP 182, 41100 Modena Ferrovia; 4 issues 24,000 Italian Lira in Europe or \$18.00 overseas).

2/87 (30 pages) "Avia VR-1" one page including side-view drawing and 2 photos of Czech-built FA-223E Draken 'OK-BZX'. "Super Sabre" 8 pages including 9 photos and a page of drawings. "Cobra (II)" 8 pages including 7 photos and 7 side-view drawings (Israeli).

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

11/87 (94 pages) Photos: Sweden Bo-105CB '01' (color); Ireland Super King Air 200 '232' (color); and Belgium SF.260 (color). "South African Helicopters" 3 pages including 5 color photos of Alpha under construction. "A griffon for Flygvapnet" 8 pages including 8 photos, cut-a-way drawing, and small 3-view drawing. "Musee de l'Air et de l'Espace" 5 pages including 8 color photos and list of aircraft in La Grande Galerie. "The Eastern Flank of NATO" six pages on the status of the Turkish Air Force including 6 color photos (F-4E '3-354', C-47 '12-041', T-33 '2-329', F-100 '3-775', RF-4E '1-316', & F-4A '5-405'). "Istituto Nazionale de Aviacion Civil" 5 pages on the joint civil/military institute (whose aircraft all carry Argentine roundels and the 'Fuerza Aerea Argentina' inscription) including 8 color photos (Piper Dakota, IA-50 Guarani 'VR-16', Cessna 182 'PG-376', C-47 'T-101', Broussards 'PG-333' & '-337', Piper Pawnees 'PG-433 & '-434', and Hughes 500D 'PGH-01'). "Novita dell'Ejercito del Aire" one page including 3 color photos [E.26 Tamiz (Spanish Pillan), CASA T-12B Aviocar '35-11', and E.24A Bonanza '42-07']. "Plastimodellismo: G.91T" 3 pages including drawings for converting to the 2-seat version and 3 color side-view drawings (US Army, Portugal, & Italy).

12/88 (100 pages) Photos: Jordan Gulfstream III 'JY-HAH'; Gabon Falcon 900 'TR-LCJ'; Sweden Fairchild Metro '883' (with side-scan radar); & Mexico Bell 212 '74' (color). "EH.101" 7 pages including 4 color photos and cut-a-way drawing. "Gli Ultimi Lightning" 6 pages including 9 color

photos. "All Ranch dei Cavallini Neri" 4 pages including 5 color photos of Italian Starfighters. "1937: Efficeinza e Prestigio" 6 pages including 6 photos of Italian airliners. "Plastimodellismo: G.91T Part 2" 2 pages with conversion sketches.

1/88 (100 pages) Photos: West German Sea King '89+62'; UAE C-130 '1213' (color); Swiss Super Puma 'T-311' (color); & Thai S-2 (color). Su-15 Flagon" 8 pages including 9 photos, 3-view drawings, and cut-a-way drawing. "Starfighter della Mezzaluna" 3 pages including 5 color photos of Turkish F-104, T-33, & UH-1H. "I Francesi sul Piave" 5 pages on Italian aviation units in Italy during WWI including 13 photos and 5 squadron insignia in color. "Plastimodellismo: Meteore Notturme" 3 pages including 6 color side-view drawings (Danish & Syrian).

AEROFAN (Gioglio Apostolo, via Ampere 49, 20131 Milano; 4 issues L 30.000).

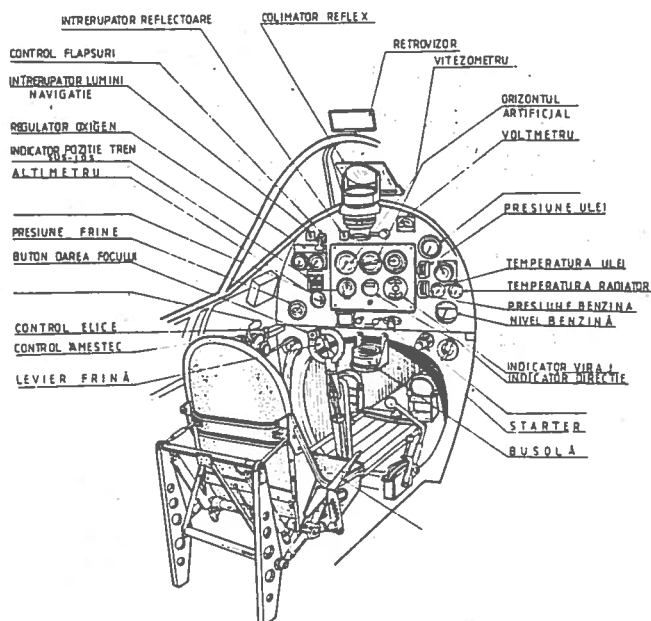
3/87 (32 pages) "Regia Aeronautica 1938-39 Fighter Competition: Part 2" 6 pages including 5 photos, 2 3-view drawings, and table of specifications. "The Italian FBA's" 9 pages including 8 photos, 2 pages of construction drawings, 1/72-scale drawings, and two tables. "Armament of Italian Aircraft: Part 2" 7 pages including 8 photos, scale drawings, and table. "In Spagna l'esordio del Caproni 310" 3 pages including 4 photos.

4/87 (28 pages) "Fiat BR 3" 8 pages including 15 photos and 1/72-scale drawings. "The Ambrosini-Stefanutti Family of Aircraft" 7 pages including 4 photos of Ambrosini S-7 with swept wings and 3-view of three jet-powered projects.

ROMANIA

MODELISM TEHNIIUM (Rompresfilatelia, PO Box 12-201, Bucuresti, Calea Grivitei 64-66, ROMANIA; one year - 4 issues - \$10.00.)

4/87 (32 pages) "IAR-316B" 2 pages including 1/43-scale drawings of Romanian-built Alouette III and IAR-317 Airfox. "Spitfire Ia" 4 pages including 1/50-scale drawings and the most informative cockpit drawing I've ever seen. (The cockpit drawings is include; if you've seen a better one for any aircraft, please send it in for publication.) "Agricol IAR-822" two pages of 1/50th-scale drawings. "EAP" two pages of 1/48-scale drawings.



SINGAPORE

SCALE PLASTIKS (Plastic Modellers Society Singapore, 32 Mangis Rd., Singapore 1542)

#8 (22 pages) "TAM Medium Tank" 4 pages including 2 pages of scale drawings of Argentine tank. "Israeli M60A1 with Add-On Armour" 8 pages with 3 pages of scale drawings. "Fairchild Republic N/AW A-10 Thunderbolt II" 8 pages on building the 2-seat version. (Editor's note: Not much of small-air-force interest, but still of high quality. And, we've been spoiled since the last several issues have been full of great small-air-force information.)

SOUTH AFRICA

AIR AFRICANA (Aviation Society of Africa, PO Box 316, Melville 2109; L 6.00 surface or US \$14.00 air mail).

4/87 (24 pages) "SAAF Museum Historic Flight" 2 pages including 2 photos (Sikorsky S-55C & DH Hornet Moth). "Homebuilt Aircraft in South Africa: The Post War years" 5 pages including 7 photos. "Modelling the SAAF Sabre" 3 pages including kit modifications and color schemes. Photo: Zimbabwe AF Dakota '7310'. (Their slide service has a good selection of SAAF aircraft available for R1-00 (about US \$0.50) each plus 30% for postage. If you're interested, a few dollars will probably get some sample slides and the list. ASA Slides, PO Box 783883, Sandton 2146, RSA.)

SWITZERLAND

VIRUS PLASTICUS (IPMS Switzerland, c/o Mathias Weichert, Zelgstrass 27, 3027, Bern; 4 issues for Sfr 24).

4/87 (32 pages) "F-86 Sabre" 5 pages including 4 photos. "C-97 Stratofreighter" 5 pages including 2 photos and 2 pages of drawings of Balair aircraft 'HB-ILY' in Red Cross markings.

1/88 (30 pages) "Grumman S-2 Tracker" all USN but nice side-view drawings.

USA

WWI AERO (Leonard Opdycke, 15 Crescent

Rd., Poughkeepsie, NY 12601; 5 issues \$ 20.00; tax deductible).

2/88 #118 (106 pages) "Fokker Spin" 4 pages including 2 photos and 3 pages of 1/100-scale drawings.

4/88 #119 (106 pages) "RAF BE.1" 11 pages including 12 photos and 4 pages of drawings. "German Submarine Aircraft of WWI" 11 pages including 13 photos and 3 small 3-view drawings. "Early Aviation in Russia" 5 pages on the Il'ya Muromets and Svyatogor "giants" including 5 photos and one 3-view drawing. "Color & Markings" 5 pages illustrating drawings available from "German Jasta and Personal Markings".

SKYWAYS (World War I Aeroplanes, 15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$ 20.00)

#5 Jan. '88 (76 pages) "Early Army Hawks" 21 pages including 39 large, clear photos. "Old Orchard Beach: 'The Dawn'" 6 pages on the ill-fated trans-Atlantic attempt of Sikorsky S-36A 'The Drawn' including 6 photos. "Chronology Highlights 1928-1929" 5 pages including 5 photos. "New 'Southern Cross'" 12 pages including 7 photos and 6 pages of factory drawings. "McCook Field P-Numbers: Part II" 7 pages including table and 15 photos. "Those Levasseurs" 4 pages of small 3-view drawings and short descriptions of all 20 types designed and built by Levasseurs. "Curtiss O-1C Falcons" 4 pages including 11 photos. "New England Air Museum" 2 pages including 5 photos.

PRI-FLY (IPMS Washington DC, c/o Carol Fleckenstein, 13816 Choptank Ct., Centreville, VA 22020; 4 issues \$6.00 for US, \$7.00 all others).

#66 March 1988 (16 pages) "A Trio of Tri-Motors: Conclusion" 3 pages including 5 photos of Bell Telephone Laboratories Ford Trimotor. "The Super Puma" 3 pages on building the Heller Bobcat kit. "Aircraft of the Aces: Douglas Bader" one page including drawings of Hurricane 'LE-D'.

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KEFLAVIK SCENE

"In the last week, I've seen a Dutch P-3 in 'low-vis' markings. The nose number '304' and the aft inscription 'ROYAL DUTCH NAVY KONINKLIJKE MARINE' are flat black. The national insignia on fuselage and wings are approximately 40% of their former size. All other markings normal seen on 'hi-vis' P-3's were removed. Makes a guy wish for a return to 'hi-vis' days with colorful markings.

"Quite a few German and French Atlantic ASW aircraft in Sea Grey upper and White undersides have been seen here."

Scott Van Aken (SAFCH #755), NAS Keflavik Box 16, FPO NY 09571-0316

MIG & YAK CORRECTIONS

"Drawing #117 in MiG Mania series (SAFO #44) shows a Sri Lankan Fresco with the revised speed brakes and exhaust pipe of a MiG-17F. According to articles published in L+K 22/74, 23/74, & 8/86, the MiG-17F was never used by the Sri Lanka Air Force and all Sri Lankan Frescos were early versions of the MiG-17.

"The review of the PM kit of the Yak-15 states that an overall white 'winter'

camouflage was applied to aircraft '56'. As far as I have been able to find out, this type of camouflage was never used on the Yak-15. The correct color for '56' is a light grey, the same shade as used on post-war La-7/11.

"Can anyone provide information on Mi-24 Hinds in Iraqi and Nicaraguan camouflage schemes?"

Daniel Petz (SAFCH #807), Na Ladvi 21, 182 00 Praha 8, CZECHOSLOVAKIA

KITS & MAGAZINES FOR SALE

"I am selling all the kits from my own collection as well as a lot of magazines and books. I would be happy if you could advertise this in the next issue.

"I am still working of the molds for new releases."

Ron V. Ferreyra, PO Box 1612, Chula Vista, CA 92012

(Editor's note: Ron is "RVF" whose 1/72-scale vacuform Saunders-Roe SR A/1 and Bristol T.188 are still available from the SAFCH Sales Service. He says that in the future some kits will be in resin and others in plastic. Send Ron a SASE for a copy of his 9-page disposal list.)

MORE ON THE ILLUSORY SPANISH CHAIKA

"I would like to comment of the feature 'The Polikarpov I-153 in Spain?' by James Haycraft that appeared in SAFO #44.

"I have been interested in Soviet aviation for many years and I correspond with many who share my interest, and, as far as I know, none of them believe that the I-153 was ever sent to Spain. There are two good reasons for this: One is that such an event is not recorded in Soviet material and the other is that there is no evidence to support it. The drawing by Justo Miranda which was said to have been inspired by a drawing by Keith Ward published in the 'Bulletin' of the AAHS and based on information supplied by Clark Macomber, seems to have a pedigree of doubtful probity. Having been a member of the AAHS for something over quarter of a century, I do not recall seeing it and I have every issue of the AAHS Journal since 1957.

"The Fall 1977 issue of the AAHS Journal there is an excellent feature entitled 'American Pilots in the Spanish Civil War' by Allen Herr and a following feature by Ray Wagner covering the aeroplanes that were flown in Spain which does not mention the I-153. In the Fall 1985 issue there is a biography of Charles D. Koch who flew I-15s in Spain, again by Allen Herr. In neither of the two articles by Mr. Herr is the I-15bis or I-153 mentioned. In the latter article the author makes an interesting observation: In their logbooks, the American pilots referred to the I-15 as the 'Mosca' and not the Chato, and later they called the I-16 the 'Mono' and not Mosca. This shows how things can get confused.

"Mr. Haycraft's bibliography fails to mention one of the very best books available on aviation in the Spanish Civil War. This is 'L'Aviation Republicaine Espagnole' by Patrick Laureau and published in 1978 by Editions Larivierem, Paris. This work is the result of several years research in Spain by the author. It covers the entire story with much detail of aircraft, even the very minor ones. With regard to the I-15bis Super Chato, Laureau states that late in 1938 three groups of I-15bis totaling 93 aeroplanes were sent to Spain via France. The French held most of them up but allowed 30 machines to proceed. These were formed into three squadrons of nine aircraft each with reserves. The commander did not know what to do with them as he had no time to spend on familiarizing the pilots with the new machines and the military situation at that time was grim. On 5 February 1939, 29 I-15bis took off from Villajuiga (which had come under attack) and landed at Carassonne where they were interned. A photo of these machines, dated 7 February 1939, is included in the book. There is no mention on any I-153 in this book.

"The I-153 in the Musee de l'Air at Le Bourget seems to have enlivened the imagination of quite a few people. I recall that in some model magazine many years ago, a writer stated that this aeroplane was flown from Spain to France at the end of the war. One wonders why people make up such stories when the truth is available. The Germans captured many I-153s during their advance in 1941. As a propaganda ploy, they sent at least one of these machines

along with other captured items on a tour of the occupied countries in 1942/43 (exact date unknown). The idea was presumably to show how primitive and backward the Soviets were. A photograph of a I-153 on display in Prague appeared in a Cz. magazine some years ago. (The upper wing was at an extraordinary angle caused by what appears to be struts from a Henschel Hs 123.) This, or one of these travelling displays, reached France and the aircraft was still there at the end of the war. This story was told to me by an official of the museum many years ago and presumably was generally known.

"In Vadim B. Shavrov's two volume work entitled 'The History of Aircraft Design in the USSR' he comments on the Polikarpov designs. He states that the I-15bis was not used in Spain which is not exactly incorrect since while it reached Spain it was not used in combat. Shavrov writes: 'The I-153 was a result of a modification programme of the I-15, initiated by N.N. Polikarpov. On 11 October 1937, this project was examined and approved by the VVS. Originally powered by one M-25V, which was later replaced by a M-62 engine, it was successfully tested in the autumn of 1938. Large scale production commenced in 1939 and it was used for the first time over Khalkin-Gol.'

"Incidentally, there were some variations of the original aircraft. The I-153BS (M-62 motor) had four synchronized 12.7 mm (0.50") guns fitted. The I-153P (M-62 motor) had two synchronized ShVAK cannon. These two versions were produced in quantity. The I-153V (M-62 motor) was equipped with a pressurized cabin and the I-153V (M-63 motor) was equipped with a TK-3 turbo compressor.

"The suggestion by Miranda and Mercado that a 'pre-production' I-153 somehow was sent to Spain during the final months of 1938 for combat testing seems to me to be unlikely in view of the changed political attitude of the USSR to the conflict in Spain. Apart from that, the Soviets would certainly not conceal the fact that I-153s had been used in Spain if they had actually done so. They are proud of the pilots and aircraft which took part in that conflict."

Harry Woodman (SAFCH #533), 10 The Byeway, East Sheen, London SW14 7NL, ENGLAND

CURTISS FIGHTERS IN SPANISH SKIES?

"A few years ago, when General Adolph Galland was touring the US to sell some books, I had a chance to be in a group that met with him, Stanford Tuck, and George Gay. Someone asked Gen. Galland about the 'Curtiss' fighter he describes in his book as almost running him down in his He-51. I asked if it could have been an I-15. He looked hard at me and said 'I know what an I-15 looks like; this airplane had a big radial engine and wheels that pulled up into the fuselage.'

"I'm convinced that the aircraft he describes is a CCF G-23. There were 20 or so in Spain and his description would be right for a head on look at one. A G-23 could very well have been faster than a war-weary He-51."

Clay Boyd (SAFCH #831), 6162 NE 80th Ave., Portland, OR 97218

THE LARK ASCENDING

Aerospatiale Alouette III

(1) PAKISTAN: This license-built "Lark" is finished in gloss olive drab (FS 14064)* overall with "ARMY" in white. "DANGER" and the arrow on the fin, the block-style numerals "1898", and the tailskid and its support are yellow. The tail rotor is yellow with three red bands on each blade, and the silver main rotor blades are yellow tipped. The panel on the boom directly below the engine is natural metal. The windows above the cabin and in the sliding door are tinted green. The national insignia is mid-green and white with green outermost on the roundels. Tripod-mounted aerials (See Fig. A) sprout from each side of the nose.

Reference: Air International, Vol 3 No 4, October 1972, pg 169.

(2) ABU DHABI: This aircraft is camouflaged overall in light tan (FS 33434) and dark green (FS 34087). Large dust filters are attached to the engine intakes and handle-shaped antennae are mounted on either side of the boom above the beacon. "DANGER" and an arrow, painted in yellow on a white panel on the boom, point to the silver and red tail rotor. The main rotor blades have yellow tips. All lettering is black. The national insignia is a red/white/tan (red outermost) roundel and a red/white flag on the fin.

Soon after this machine was photographed, the Abu Dhabians joined forces with the Dubians and created the Union Air Force. The insignia of the Union Air Force of the United Arab Emirates is a green/white/black (green outermost) roundel and a fin flash with a red segment over the upper green/white of the roundel and at the hoist of the fin flash (See Fig. B).

Reference: Air International, Vol 12 No 6, June 1977, pg 278.

(3) LIBYA: This Libyan "Lark" is equipped with tripod nose aerials, "handle" antennae, and flotation bags. The tail rotor is red/silver, with yellow warnings on the fins. It is camouflaged in dark grey-green (FS 34148), green (FS 34159), and tan (FS 33613) with light blue-grey (FS 35414) undersurfaces. A natural metal panel appears on the boom below the engine. Codes are black and the latest national insignia is a simple mid-green disk. The previous national insignia, a red/white/black (red outermost) roundel, was most likely carried in the same positions as the green disk.

Reference: Air International, Vol 20 No 4, April 1981, pg 200.

(4) JORDAN: Camouflaged in dark green (FS 34258), brown (FS 30227), and tan (FS 33722) with off-white undersurfaces, this electronic "Lark" carries the "handle" antennae, a large blade aerial below the fuselage center line, and a boom-length aerial wire supported by six pairs of tapered V-struts. Air intakes are fitted with large sand filters. The main rotor blades are dark silver with yellow tips. The tailskid and all antennae are off-white. Arabic numerals are white, and the Jordanian national insignia is black/white/green (black outermost) with a red triangular segment sporting a white seven-pointed star.

Reference: Air International, Vol 9 No 3, September 1975, pg 116.

(5) TUNISIA: This aircraft is gloss olive drab (FS 14064) overall with yellow danger markings and white serial "L 61201" and code number "61". The Tunisian roundel is white with a red star, crescent, and outline. The tail rotor is silver with three red bands and the tailskid is silver. A natural metal panel appears below the engine. Additional equipment includes the nose tripod aerials, a long tailskid struts, and large sand filters. Also note that the handholds usually cut into the rear fuselage panels aft of the main cabin doors are absent.

Reference: Air International, Vol 13 No 3, September 1977, pg 150.

(6) JORDAN: Painted gloss olive drab (FS 14064) overall with white markings, this Jordanian example flies the same insignia as Fig. 4, but with the fin flag outlined in white. No dust filters are carried, but a hoist is mounted above the portside cabin door. Rotor colors are as for Fig. 4.

Reference: Air International, Vol 13 No 1, July 1977, pg 12.

(7) INDIA: This is an SA 316 "Chetak" of the Indian Air Force in ambulance markings. The machine is gloss olive drab (FS 14064) overall with black codes and orange/white/green (orange outermost) roundels accompanying the red cross on a white disc. The tail rotor is probably striped in red and yellow. The notations on the fin are yellow. There is a natural metal panel on the boom below the engine, and the intakes are a dull, dark silver. The rotors are tipped in three colors, possibly green/white/orange (green at tip). Note that this chopper has no ribs on the sliding doors and no handhold openings in the panels just aft of the doors. The windows above the cabin and in the door are tinted green.

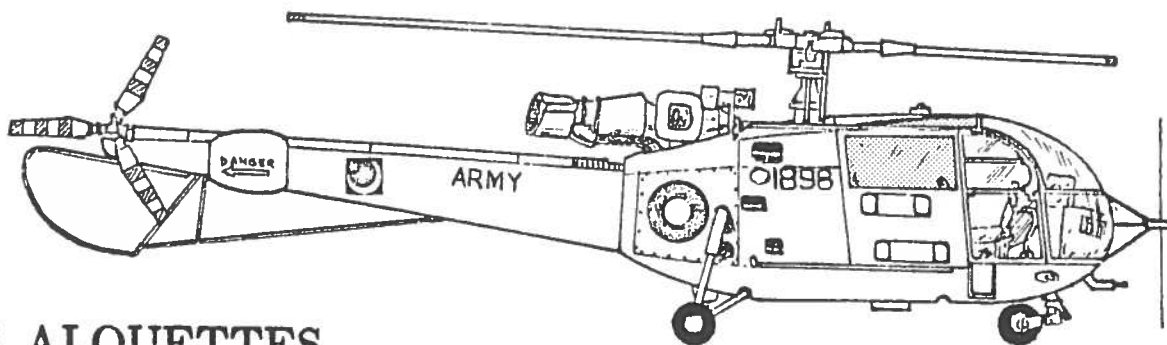
Reference: Air International, Vol 9 No 4, October 1975, pg 178.

(8) INDIA: This naval "Chetak" is gloss olive drab (FS 14064) overall with orange/white/green (orange outermost) roundels and white lettering. The white serial below the roundel is unseen in the photo, but it must be "IN" followed by three numerals. The tail rotor is red/yellow, and the tailskid is yellow. The tips of the main rotor may be painted in three colors as for Fig. 7. There is a natural metal panel beneath the engine, and the aft cabin windows are tinted green. Handhold openings are shown on the rear body panels, but they may be absent. A hoist is affixed to the port, the panel below the door is opened, and a grab bar is suspended underneath.

Reference: Air International, Vol 3 No 6, December 1972, pg 281.

(9) SOUTH AFRICA: Another olive drab (FS 144064) overall Alouette III, this machine flies the blue/white/orange Springbok and Fortress insignia of the SAAF. The number "63" and the warnings on the fin are yellow. The

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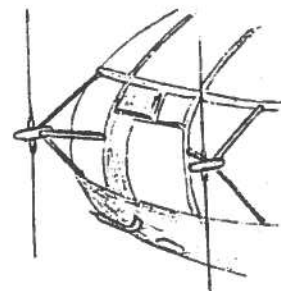
ARAB ALOUETTES



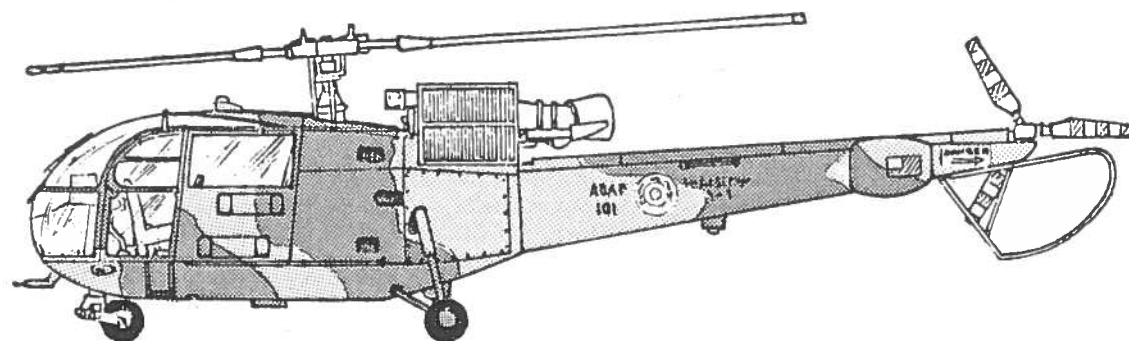
جيش الدفاع العربي



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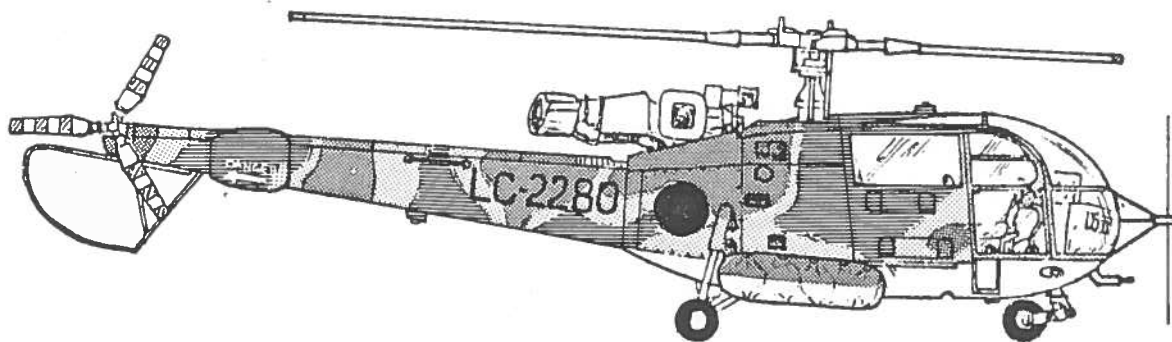


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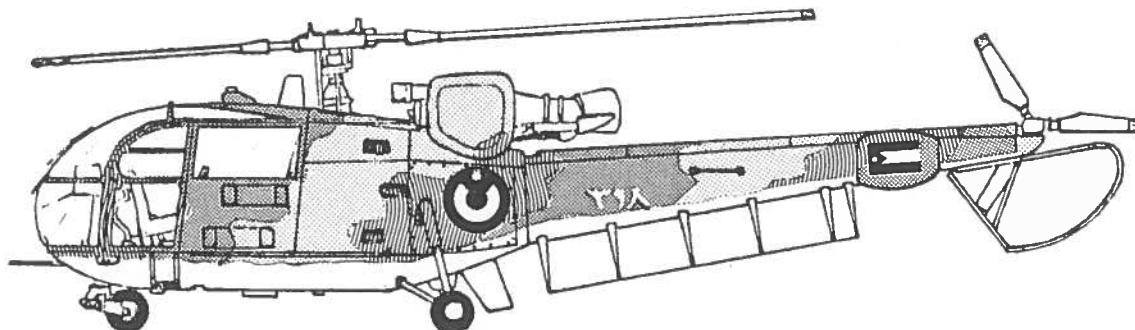


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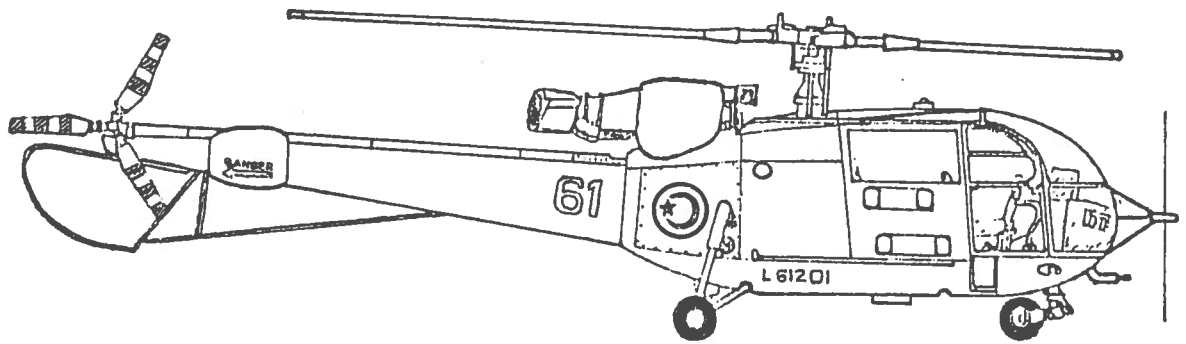
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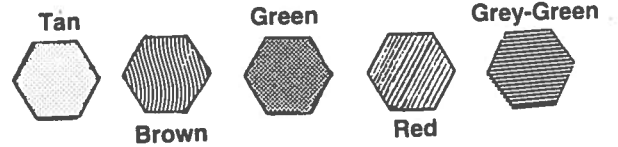
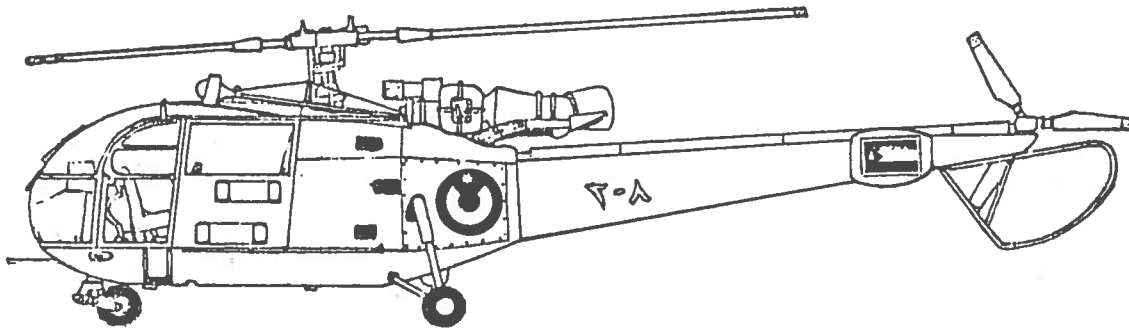
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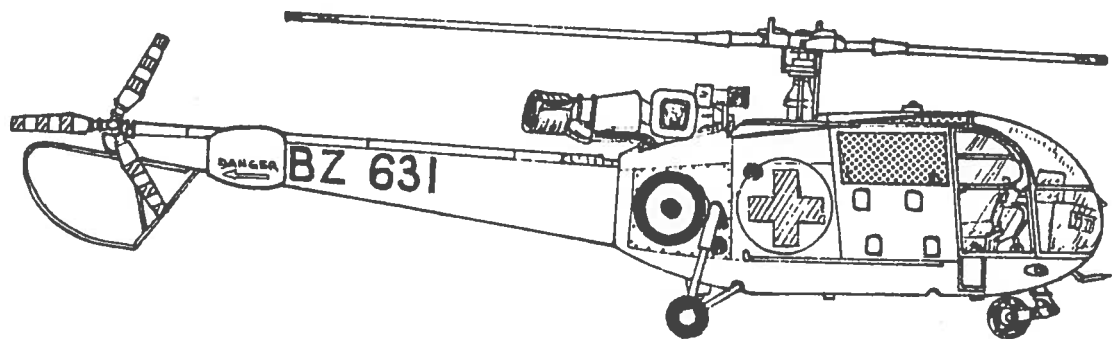


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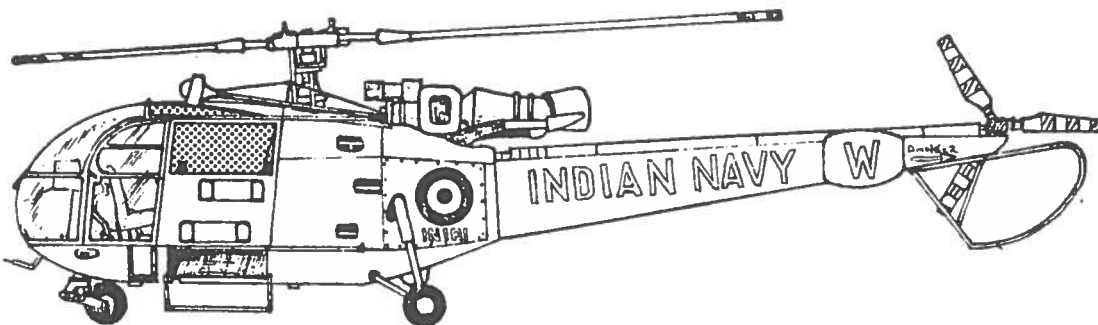


ASIAN AND OTHER ALOUETTES

7



8



metal panel below the engine is unpainted, and the intakes are dull silver. The tail rotor is red/yellow, the tailskid is probably yellow, and the tips of the main rotor are likely red. An unidentified white-outlined unit shield appears on the cabin doors. Tripod-mounted nose aerials are carried by this machine.

Reference: Air International, Vol 4 No 3, March 1973, pg 115.

(10) SOUTH AFRICA: This SAAF machine is seen in a later (1976) camouflage of brown (FS 30219) and olive green (FS 34098) overall, with a red/yellow tail rotor and red main rotor tips. A red panel on the fin carries the white words "DANGER" underscored with a white arrow. This "Lark" is equipped with a hoist and open under bay, along with tripod nose aerials and a blade antenna on the cabin roof. Note the long tailskid strut on SAAF machines.

Reference: Air International, Vol 10 No 5, May 1976, pg 220.

(11) SINGAPORE: This well-outfitted Alouette has a large, flat-bottomed electronics package between the wheels in addition to a white blade antenna, hoist, and grab bar. The camouflage is tan (FS 30400), forest green (FS 34128), and dark olive green (FS 34096) over pale blue-grey (FS 35526). The rear glass areas are tinted green. The roundels are Red/white/red. The aft rotor is red/yellow and the warning on the fin is yellow. The tailskid and intakes are silver, and the main rotor tips are red. The number "204" is white.

Number "203" is similar with a natural metal panel below the engine. Number "202" has only the blade antenna, with no lower package, hoist, or grab handles; it also has its sliding doors removed.

Reference: Air International, Vol 5 No 4, October 1973, pp 161-162.

(12) MALAYSIA: This is an silver (FS 17178) overall example serving with the Royal Malaysian AF. The codes are black, the tail rotor red/silver, and the tailskid yellow. The tail warning is yellow, and the main blade tips are probably yellow. Two white blade antennae - one on the portside of the boom and one on the starboard cabin roof - are carried along with the white radar array as provided in the Heller kit; note also the small whip antenna. RMAF insignia was a light blue square bordered in bark blue and containing a yellow fourteen-pointed sunburst.

Reference: Gant, Military Aircraft of the World, pg 11.

(13) MALAYSIA: An olive drab (FS 14064) overall "gunship" of the RMAF's No 3 Sqn, this machine carries white lettering "TENTERA UDARA DIRAJA MALAYSIA" (Royal Malaysian Air Force) on the boom. The admonitions "JANGAN TARK ATAU TOLAK" and "DO NOT PULL OR PUSH" appear one above the other on the fin, along with a light blue/dark blue/yellow (light blue foremost) fin flash and white warnings "BAHAYA" and "DANGER" above and below, respectively, a white arrow on an orange panel. The codes "M20-07" are white, and the individual aircraft number "07" appears in small block numerals in the middle of the forward cockpit bracing that fronts the instrument panel. The blade antenna is white, the intakes are dull silver, and the panel below the engine is natural metal. The tailskid is yellow, while the tail rotor is a faded red/yellow. The national insignia is the same as described for Fig. 12. Note that the sliding doors are removed and that only one

handhold is apparent on the fuselage panels.

Reference: Air International, Vol 26 No 4, April 1984, pg 169.

(14) MALAYSIA: Another olive drab overall machine, this time of No 10 Sqn. This Alouette is outfitted and colored almost identical with the one depicted in Fig. 13. White codes "M20-12" are the only identification; once again the individual aircraft number appears on the front cockpit bracing. The interim national insignia consists of a large light blue roundel with a thick dark blue outline contains a yellow sunburst. The national flag (14 red/white horizontal stripes with a blue field at the upper hoist displaying a yellow crescent moon and 14-pointed star) supplants the tail rotor warnings on the fin. Note that Malaysian Alouettes are equipped with windshield wipers.

Reference: Air International, Vol 26 No 4, April 1984, pg 205.

(15) MALAYSIA: Attached to No 2 Flying Training Center, as denoted by the red fuselage band, this Alouette III is olive drab (FS 34087) overall. It is carrying the most recent RMAF insignia; a tiny starburst roundel and a light blue/dark blue/yellow (yellow aft) fin flash. The fin markings are the same as for Fig. 13, but the fins themselves are red overall, including the inboard side. The tailskid is yellow, as are the tips of the main rotor blades. The tail rotor is faded red/yellow, the intakes are dull silver, and the panel below the engine is natural metal. The blade antenna and lettering "TUDM" and "M20-29" are white. Orange high-visibility panels are painted on the cabin sides and roof, and on the boom forward of the elevators.

Aircraft "M20-27" is similarly finished, and has a white blade antenna and a hoist on the cabin roof, but no blade antenna on the boom. It also sports the long tailskid strut finished in silver.

Reference: Air International, Vol 26 No 4, April 1984, pg 169.

(16) AUSTRIA: This Alouette, outfitted for mountain rescue, is equipped with hoist, grab bar, and skis. It features nose tripod aerials, upper blade antenna, and long tailskid support. The aircraft is finished gloss olive drab (FS 14064) overall with the fins and tailplanes in day-glo red-orange (FS 28915). A red arrow and the word "GEFAHR" appear on the fin. The Austrian national insignia, an inverted white triangle inscribed in a red disk, is applied to the fuselage sides. The unit emblem, a black "helicopter/dragonfly" with red "rotor/wings" and a white "parachute" is flown on both cabin doors. The legend "SA 316B" over a serial number appears in black both under the engine and centrally on the lower-front windshield frame. The grab bar is yellow with black bands, and black hand-hold location stripes are painted on the fuselage. The tail rotor is stripped in red and yellow, with the main rotor tips are yellow. The tailskid strut is silver, while the tailskid itself is yellow with an orange central "band" as shown. Skis are olive drab on the bottom, with silver-grey upper surfaces and attachment struts. The panel below the engine is natural metal and the upper blade antenna is olive drab.

References: Air International, Vol 15 No 5, November 1978, pg 221. IPMS/USA Quarterly, Vol 18 No 4, Summer 1983, pg 14 & 18.

(17) DENMARK: The air element of the Danish Navy, or SVF, operates eight Alouette III's from Vaerlose for deployment on the five platform-equipped fishery-protection frigates of the Danish Navy. They are brightly finished in silver (FS 17178) with silver-grey inflatable floats sporting dark grey-green (FS 34159) reinforcing stripes. Day-glo orange (FS 28903) areas appear on the cabin roof, under the nose, and around the boom, the latter two areas featuring wide black edging. Note that the day-glo extends up within the silver canopy framework on the aircraft's nose, with the serial "M-072" in black across the forward panel. The red/white Danish insignia is carried on the fuselage in roundel form and on the fin as a pennant. The serial number and handhold indicator lines on the fuselage are black. Search radar aerials are mounted on either side of the nose, and a rear-view mirror is suspended in front of and below the pilot's forward window. A silver hoist and antenna are fixed to the cabin roof. Engine intakes are dull silver, the tail rotor is red/yellow, and the tailskid and main rotor tips are yellow. The tail warning panel is yellow with a red arrow and black lettering. A dark brown (FS 25103) anchor surmounting a crown is carried on the fuselage. Various fittings are added, such as the ones seen within the boom band and below the rear of the sliding cabin door. Note that the doors have no external stiffeners.

Reference: Air International, Vol 17 No 4, October 1979, pg 198.

(18) IRELAND: Serving with the Irish Air Corps since 1964, the Alouette III was that service's first and only rotorcraft, and the first non-British aircraft of any sort. These machines are used for border patrols, anti-terrorist operations, air-sea rescue, army cooperation, and casualty evacuation. This overall silver (FS 17178) example features the Irish green/white/orange insignia on the fuselage, along with an oversized tricolor flag on the boom. This flag was applied, at the request of the British Army, to Irish Alouettes whose humanitarian duties may take them into Northern Ireland. The code number "202" is black, as are the type and serial numbers below the engine and on the nose. A yellow arrow and the word "DANGER" are on the fin, while the tail rotor is banded in red and yellow. The main rotor blades have yellow tips. Two antenna wires are strung between the lower fuselage and the yellow tailskid.

Reference: Air International, Vol 13 No 4, October 1977, pg 174.

(19) PORTUGAL: Numerically the second most important type ever used by the Força Portuguesa (after the T-6), the Alouette III has served throughout Portugal's ill-fated African colonial involvement, ferrying commandos in and wounded out. This overall flat olive drab (FS 34087) machine is seen at a later date in metropolitan Portugal. It features the long tailskid strut and the large intake filters required in desert terrains. The entire upper boom is painted day-glo red-orange (FS 28915) with the exception of the natural metal panel below the engine exhaust. Nose tripod aerials are carried, as is a small white whip antenna atop the cabin roof. A black number "9310" and handhold locators are seen on the fuselage sides, along with a very small white roundel featuring the red Cross of Christ which is the Portuguese national insignia. A small green/red flag appears on the fin below a white arrow and word "PELIGRO".

The tail rotor is red/yellow, while main rotor tips are yellow. The tailskid is yellow, and its support struts and the gas cap are silver.

Reference: Air International, Vol 20 No 3, March 1981, pg 141.

(20) NETHERLANDS: This Dutch machine belonged to No 300 Sqn of the Light Aircraft Group in 1973. It is overall olive drab (FS 34087) with day-glo red-orange (FS 28915) areas on the fuselage sides, under the nose, atop the rear of the tail boom, on the fins, and on the inner parts of the main rotor. Additional antennae are seen on the cabin roof and below the rear fuselage, with the hoist, grab bar, and rear-view mirror typical of rescue variants also fitted. The Dutch national insignia, a roundel divided into red, white, and blue thirds with an orange central dot, appears on both sides of the fuselage and probably below the cabin. White codes "H-81" are carried on the boom, with the same codes marked in black on an olive drab patch on the fin. Danger markings and arrows are red, with a red/yellow tail rotor and yellow-tipped main rotor blades. The panel beneath the engine is natural metal.

Reference: Air International, Vol 5 No 1, July 1973, pg 40.

(21) YUGOSLAVIA: A colorful "Lark" with an almost civil look, this striking Yugoslav AF example is finished in gloss white above with gloss dark blue (FS 25109) lower surfaces and cheat line. Fins and elevators are white, with blue/white/red Yugoslav flags on the fin. The national insignia of a red star with a thin yellow outline on a white disk within a blue ring is carried on the fuselage. Note that the points of the star extend to the outer border of the blue ring. The rearmost exhaust shroud is painted white, while the panel below it is natural metal. White codes "23158" appear on the boom, while the number "158" is featured in large black characters on the cabin doors. Note that the white trim extends into the blue lower surfaces where it outlines the bottom of the large number "1" on this side. The engine intakes are dull silver, the tail rotor red/silver, and the main rotor tips and tailskid are yellow.

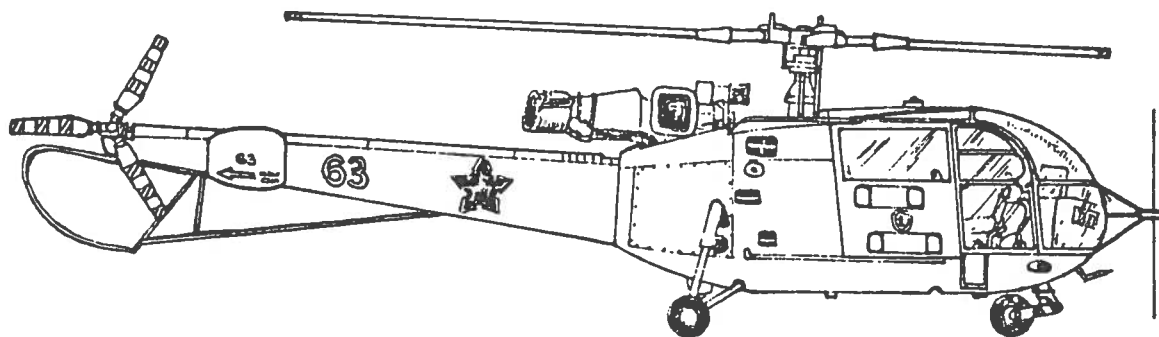
Reference: Slide provided by Tom Kolk, the editor of Pri-Fly.

* Please note that FS 595a numbers are only approximations.

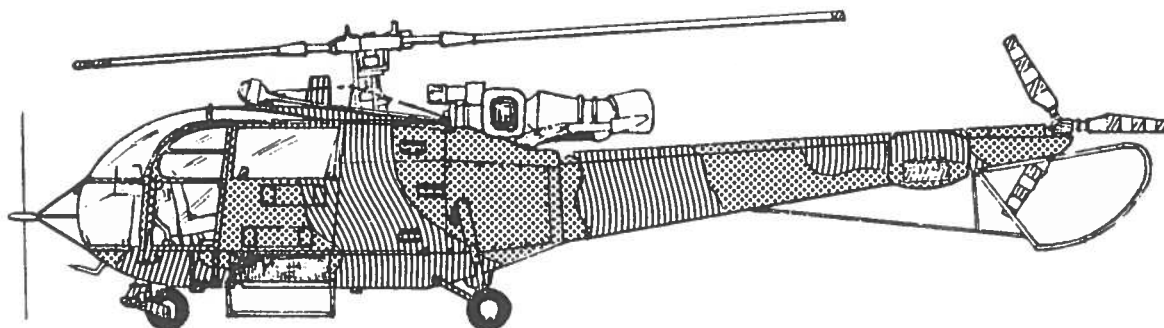
AUTHOR'S NOTE: This article was originally prepared for Pri-Fly, the official magazine of IPMS Washington DC. The first 12 profiles have also appeared in the IPMS/USA Quarterly, along with additional detail photos. I have submitted the combined article, along with some new artwork, to the SAFO because I think it's a good beginning for a research project on this ubiquitous aircraft. I have a few more European schemes yet to do, but I'm awfully lean on African and South American examples. As you can see, my reference sources are rather limited. If any of you can help fill in these pages, I'd like to hear from you. I can provide you with blank profiles, or I can do the artwork myself if you prefer.

Bill Devins (SAFCH #557), 107 Troy Hills Rd., Whippany, NJ 07083

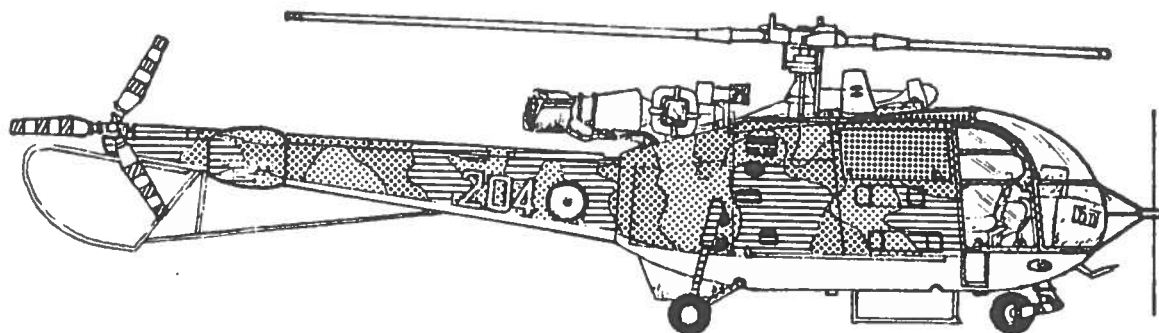
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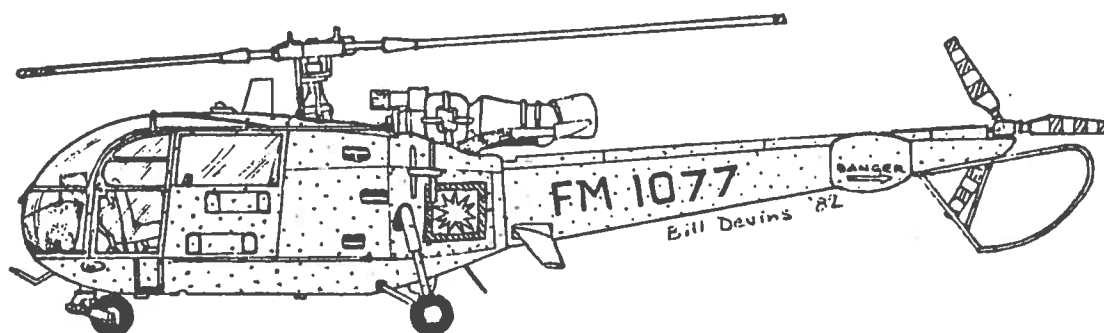
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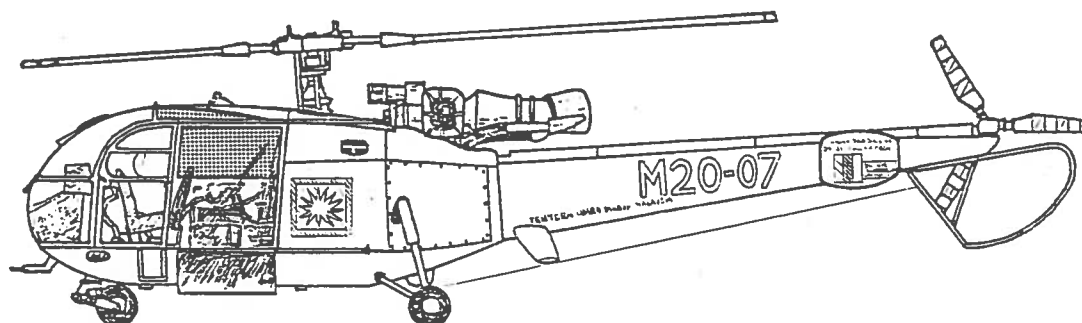
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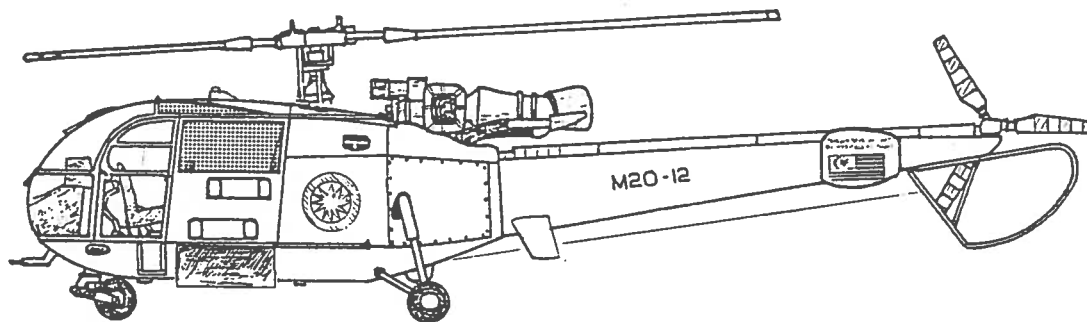


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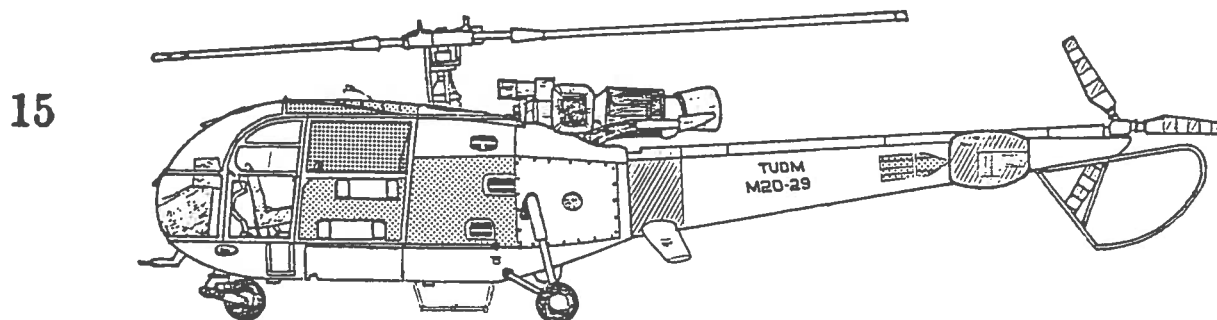


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15



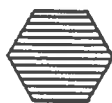
BROWN



GREEN



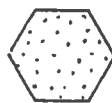
TAN



OLIVE

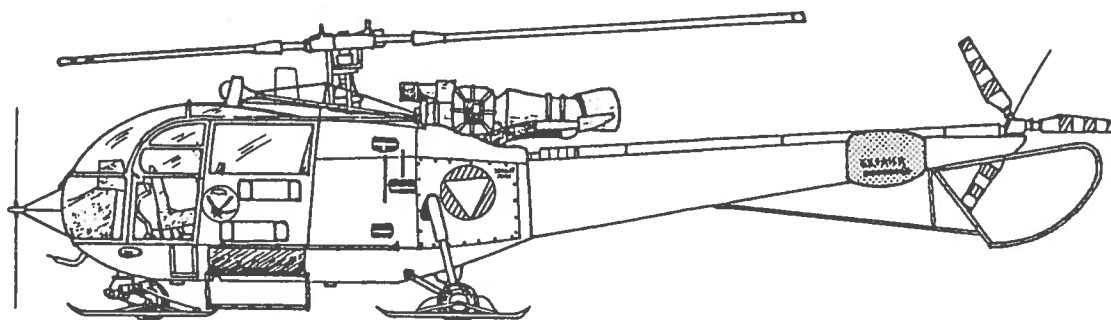


RED



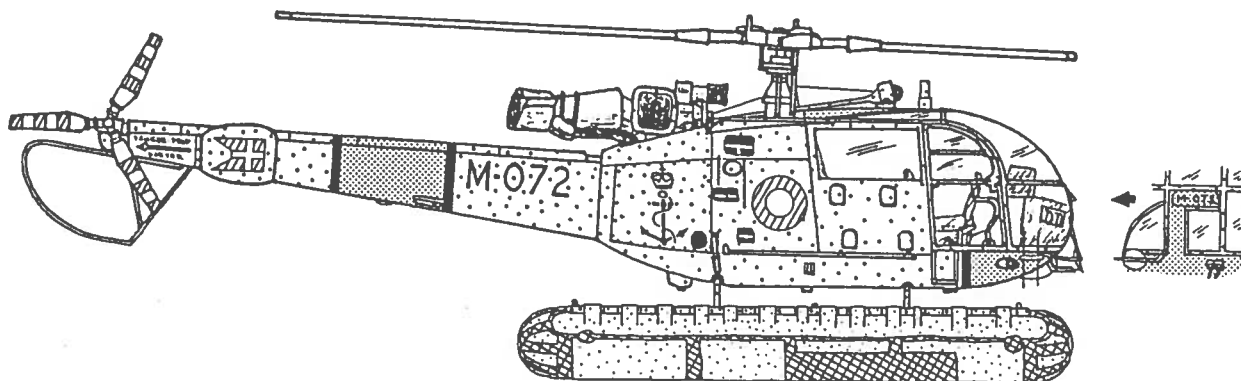
SILVER

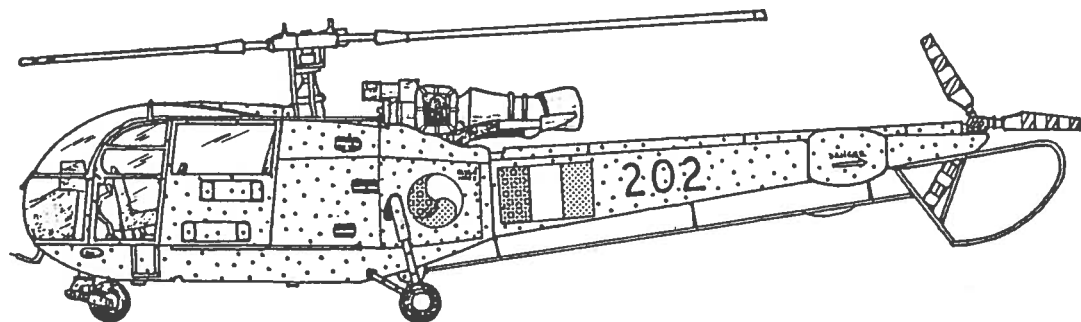
ALOUETTES OVER EUROPE



16

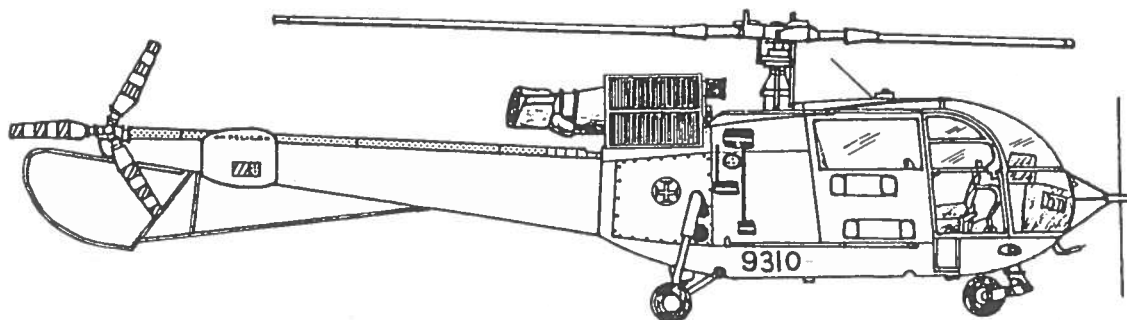
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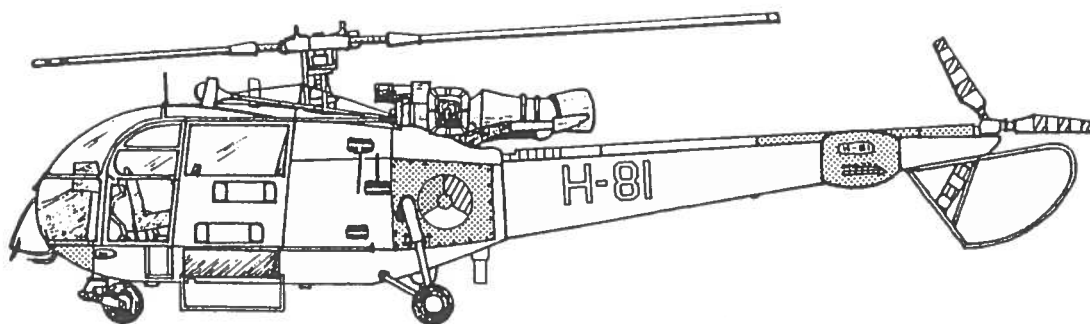


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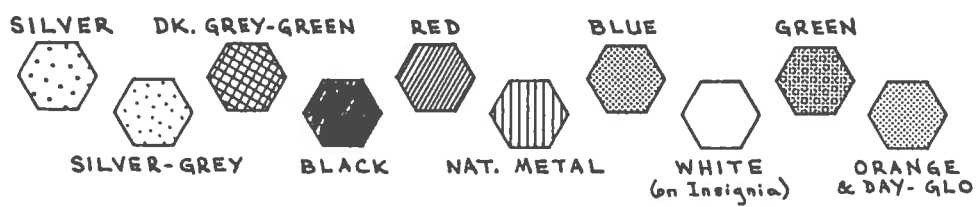
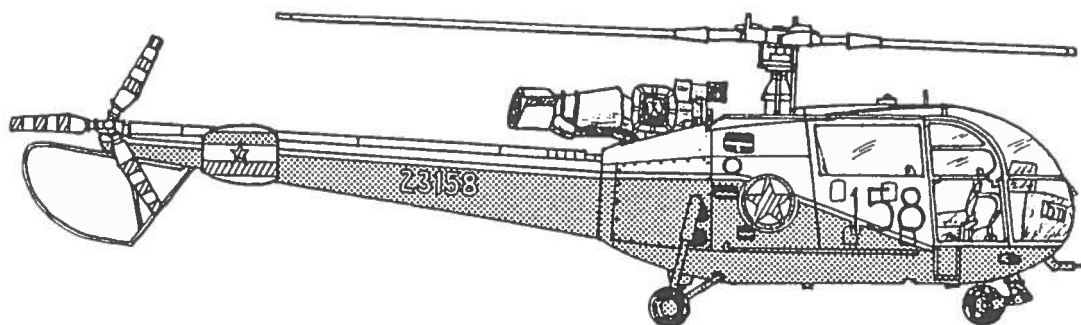
19



20



21



MODELING THE ALOUETTE III IN 1/72 SCALE

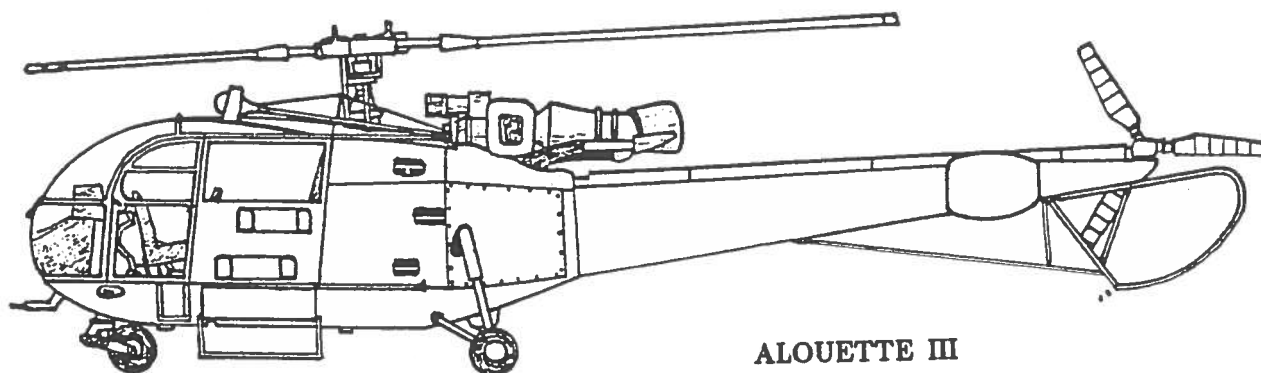
The Heller kit is accurate, well-molded, nicely-detailed, and very welcome. The forward fuselage is molded in three very thin and clear sections, with the framing and panels to be painted by the modeler. A very good interior, with three bucket seats, two-man jump seat, instrument panel, and cyclics and pitch control levers, is visible through the canopy. The main-rotor head details are petite and two complete engines allow either the SA 316 or 319 variants to be modeled.

Construction is fairly straight-forward. Some extra detail, such as seat belts and instrument faces can be added to the interior, and some extra piping and wiring will improve the engine area. The fuselage halves are slightly warped and require some work to assemble properly; cement them together along the rear bulkhead (Part 24) and the fuselage should adjust itself to the correct form. The clear panels should be assembled carefully and the seams between the clear areas and the fuselage should be sanded smooth. Then, the window areas can be masked and the whole airframe painted as one piece, giving the

canopy that built-in look. The entry steps shown on the box art are normally carried, but you will have to fabricate them from wire or plastic rod, as they are not included in the kit. Many Alouette III's have hoists, skis, intake filters, and other minor additions and alterations, so consult references when modeling a specific example.

A small but well printed decal sheet offers the marking for either a dark blue SA 316 of the Aeronaval or an olive drab SA 319 of the Armée de l'Air. These decals are neat but rather pedestrian; however, the possibilities for markings other than those supplied are endless. The prototype has been used worldwide in roles ranging from rescue to assault. It has been seen in color schemes from desert tan to day-glo orange, and it has flown the insignia of more than 40 nations from Abu Dhabi to Zambia. Surely, it is this variety that makes the Alouette III such an attractive Small-Air-Forces modeling subject.

Bill Devins (SAFCH #557), 107 Troy Hills Rd., Whippany, NJ 07083



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CHINESE AIRCRAFT DESIGNATIONS

"I was happy to see the article on the People's Republic of China aircraft designations in SAFO #45. It answered a lot of my questions and is probably the most comprehensive listing I ever seen. I offer the following corrections and amendments:

"The so-called "NATO" designators are not by NATO but by an organization known as the "Air Standardization Coordinating Committee" (ASCC). SACC designators are used by NATO.

"The Soviet equivalent of the F-5 is the MiG-17F, ASCC designation Fresco C.

"The F-6 is derived from the Soviet Farmer D. The MiG-19 all-weather variants were the Farmer B and E. I believe the variants in PLA Air Force service were the Farmer B which had a gun armament.

The F-7 was derived from the MiG-21F (also known as MiG-21F-13) Fishbed E. To the best of my knowledge, the Fishbed C, the initial production variant, was never exported. The Fishbed C and E series are often needlessly confused. The C had the narrow vertical stabilizer, while the E featured a leading edge extension. On the C, the tip of the vertical

stabilizer appears to be equal in width to the rudder; on the E the tip appears to be twice as wide as the rudder. I've never seen a photo of a Chinese MiG-21PF Fishbed D.

"The ASCC designator for the Tu-104 is Camel. the An-26 has an ASCC designator of Curl. Finally, the transport version of the An-12 is known as simply Cub; Cub A, B, etc. were specialized variants."

Steve Miller (SAFCH #342), PSC Box 9797, APO NY 09012-5432

PHILIPPINE AIR FORCE BOOK

"I'm still working on the revision of my book on the Philippine Air Force, but I still need a couple of scale drawings: the Huff-Daland Keystone B-3A bomber and the Stearman Model 76D (with a rear gunner's cockpit).

"I was able to find more photos to include in the book, and I hope I can finish it for a 1989 printing! Wish me luck!"

Albert Anido (SAFCH #4), PO Box 1406 MCC, 1299 Makati, PHILIPPINES

(Editor's Note: If anybody can provide these drawings, please send them directly to Bert.)

SAAB 105 DESCRIBED

"I read Bill Devin's article on the SAAB 105 and since his concern was mostly modeling, let me add (and correct) a little to his story.

"In the late 1950s, SAAB was making preliminary studies for a four-seat business jet (Project 220) that also showed great promise as a jet trainer. At that time, the Swedish Air Force's (SwAF) basic/advanced jet trainer was the SK28B/C (single/two-seat Vampire respectively), a design that was even then getting rather long in the tooth. The new trainer started to take final shape in 1960 and the Government gave its approval to continue with the design on 16 December 1961. The initial specifications already included attack capabilities. Two prototypes were built: 105-1 registered SE-501 (first flight 29 June 1963 piloted by Karl Erik Fernberg) and 105-2 registered SE-502 (first flight 7 June 1964).

"Testing revealed that the engine nacelles had a design flaw but this was easily corrected. More serious was the awkward engine-control system that consisted of two control levers for each engine. This was changed to a single control for each engine. The Aubisque has a rather high rpm which has proved somewhat troublesome over the years, but because of the twin-engine configuration, the safety record has remained very good.

"During 1964, the SwAF test center FC took over much of the flight trials and some officers from Training Wing F5 were converted to the type. The production machines were designated SK60A, and the first one, 60 001, made its first flight on 27 August 1965 and was handed over to FC in December with the code '36'. The second machine, 60 002, (probably coded '38') and the third, 60 003, followed shortly. All three aircraft were flown down to Ljungbyhed (F5) in April 1966 and, during that summer, the first dozen instructors were converted to the type. During the autumn, the first instructor's course took place, lasting until June 1967. The first course for students began on 17 June 1967 and by the following autumn all the Vampires were grounded.

In total, 150 SK60A were built (60 001 to 60 150) with final delivery taking place late in 1968. No SK60s were built from scratch as either attack or recce versions. I believe this was because of the high priority attached to getting the trainer into service. Conversion of aircraft to SK60B/C standards began in 1970 and the first flew in February of that year. It should be emphasized that the SK60C is a strike-recce version with its own strike capability whose mission is to attack last and bring back photos of the damage. General recce work was never intended for this version. The SK60 has also been used for fast liaison, target duties, weather recce, etc. Three aircraft have been converted to SK60D (60 097/131/132 all F18 marked) with 'civilian-type' electronics to enable high-ranking staff officers to use them abroad and more reliably on civil airfields. The SK60E (60 140, 142-150) is a development of the D-version that has updated civil radio and navigation equipment.

"The use of the SK60B came then rather late and the first squadron, 3/F21 based at Luleå, was formed 1 October 1972. Many of the aircraft were early production examples. Coded F21-01 to at least -27, they included many

SK60C. (They were respectively 044, 057, 064, 068, 072, 077, 083, 086, 039, 001, 002, 003, 007, 012, 013, 017, 004, 025, 026, 009, 010, two unknown, 033, 043, and 130.) All survivors were transferred to 5/F16 when 3/F21 re-equipped with the JA37.

"Rather early in the its service career, it was realized that the 105 was rather underpowered to be of any real use for anything more than the light strike role. The second prototype was, therefore, re-engined with General Electric engines, becoming the 105XT, and in June 1966 registered as SE-XBZ. The first flight with the new engines was made on 29 April 1967. However, by that time, trainers/light strike aircraft utilizing side-by-side seating were passe and only Austria decided that had any use for the modified 105. Forty were ordered; serialised 1101 - 1140 and coded A - J in four different colours.

"In Austria, the 1050e has served as a 'fighter-bomber' and advanced trainer. The main reason for having an aircraft of this size as Austria's only combat aircraft was, of course, lack of funds. As is well known by now, the 1050e will be replaced by the SAAB 350e.

The 105XT was later modified to the SAAB 105G (first flight 26 May 1972). This is the attack version that featured modified leading-edge slats and updated electronics. No amount of promotion helped sell this version (not even a wheels up landing at Farnborough), and the market was neatly captured by the Hawk and Alpha Jet. The 105XT was definitely the prototype for the Austrian machines and not the other way around.

"Still one more version, the SK60F, deserves to be mentioned, although I know very little about it. Of course, the SwAF planned to re-engine its SK60s with a more powerful engine. If this was to be the G.E. engine or some other type is unknown, but, as far as I know, no SK60 has so far been re-engined.

"The SK60A were initially delivered to F5 and later F20 (officer cadet training) in bare metal with black code numbers. In 1968 camouflaged paint appeared on some of F5's aircraft and this became more common in 1969. At F20 the camouflage appeared in 1970 (possibly 1969). A special winter camouflage has also been tested on some SK60, but this has not been adopted. The SK60D were painted in 'Viggen-type' camouflage and were initially operated by F18, but they have now been transferred to F16. However, they aircraft are probably based at Bromma to be within easy reach for high-ranking staff officers stationed in Stockholm.

"All aircraft used by F5, F20, and F18 carried the last two (or three) digits of the serial number as a tail code. Only F21 used a special code range. Today, all aircraft are in F5's markings and the tail code fits the serial number. Today, most, if not all, wings operate on or more the SK60 in one way or another. Confirmed users are F5, F6, F7, F13, F15, F16, and F21.

"I hope the above will be of interest to our readers."

Stig Jarlevik (SAFCH #316), Grona Gatan 32, S-414 54 Goteborg, SWEDEN

Aircraft Built & Assembled at the TALLERES NACIONALES DE CONSTRUCCIONES AERONAUTICAS

This listing was compiled from various sources, books, and photographs in my personal files. This is only a provisional listing; there are gaps in the listing and some aircraft assembled in Mexico did not receive a TNCA serial number. The TNCA serial number system was explained in "The Serie A Mexicano", SAFO Vol. 11 No. 3 (43) July 1987, but the observant reader should have no trouble in "breaking the code". I would be very pleased to hear from anyone with further information on this subject.

No.	Type	
1	Biplano Serie A No. 1	(1)
4	Serie B Parasol	
15	4A15 Serie A Biplano	
16	3A16 Serie A Biplano	
18	5A18 Serie A Biplano	
19	6A19 Serie A Biplano	
20	7A20 Serie A Biplano	
21	8A21 Serie A Biplano	
22	9A22 Serie A Biplano	
23	12A23 Serie A Biplano	(2)
24	11A24 Serie A Biplano	
27	14A27 Serie A Biplano	
29	16A29 Serie A Biplano	
30	17A30 Serie A Biplano	
31	1C31 Microplano Veloz	
33	19A33 Serie A Biplano	
35	21A35 Serie A Biplano	
36	22A36 Serie A Biplano	
37	23A37 Serie A Biplano	
39	25A39 Serie A Biplano	
41	26A41 Serie A Biplano	
42	27A42 Serie A Biplano	
43	28A43 Serie A Biplano	(3)
44	29A44 Serie A Biplano	
45	30A45 Serie A Biplano	(4)
50	35A50 Serie A Biplano	
52	36A52 Serie A Biplano	
53	37A53 Serie A Biplano	
54	2H54 Parasol Serie H	(5)
55	2H55 Parasol Serie H	
56	2H56 Parasol Serie H	
67	12H67 Parasol Serie H	(6)
68	1S68 Sopwith 1-1/2 Strutter	(7)
70	3F70 Farman F-50 Bomber	
71	4F71 Farman F-50 Bomber	
72	1B72 Salmon Biplano Puro	
73	1C73	(8)
75	2B75 Salmon Biplano	
77	6F77 Farman F-50 Bomber	
78	7F78 Farman F-50 Bomber	
79	2E79 Sonora Monoplane	(9)
82	1E82 Junkers F.13 Monoplane	
83	1A83 Avro Trainer	(10)
85	3A85 Avro Trainer	
86	4A86 Avro Trainer	
87	5A87 Avro Trainer	
88	6A87 Avro Trainer	
89	3B89 Salmon Biplane	
90	4B90 Salmon Biplane	
91	5B91 Salmon Biplane	
93	9F93 Farman F-50 Bomber	
94	10F94 Farman F-50 Bomber	
96	12F96 Farman F-50 Bomber	
97	13F97 Farman F-50 Bomber	
100	8A100 Morane-Saulnier MS.35	(11)
102	10A102 Morane-Saulnier MS.35	
103	11A103 Avro 504K Trainer	(12)
105	13A105 Avro Trainer	
107	15A107 Avro 504K Trainer	(13)

108	16A108 Avro Trainer	
109	17A109 Avro Trainer	
110	18A110 Avro Trainer	
112	20A113 Avro Trainer	(14)
113	21A113 Avro Trainer	
115	23A115 Avro Trainer	
116	24A116 Avro Trainer	
119	27A119 Avro Trainer	
120	28A120 Avro Trainer	
124	32A124 Morane-Saulnier MS.35	
126	34A126 Avro Trainer	
127	35A127 Avro Trainer	
128	36A128 Avro Trainer	
129	37A129 Avro 504K Trainer	(15)
130	3E130 Quetzalcoalt VMW	
131	4E131 Quetzalcoalt	(16)
132	5E132 Mexico	
133	8E133 Quetzalcoalt Serie I	
136	6E136 Quetzalcoalt-Liberty	

Aircraft that were built or assembled at the TNCA, but for which no series have been found.

Ansaldo Al Balilla	1	1923	
Ansaldo A.300/SVA	1	1923	
Junkers F.13	1		(17)
Lincoln-Standard	6+	1924	
Morane-Saulnier MS.35	7	1922	(18)
TNCA Serie B "El Elefante"	1	1916	
Curtiss Jenny	6?	1920's	
Brown Special Biplane	4	1922	
TNCA Caudron Type Trainer	1	1917	
Helicopter Villasana No.1	1	1922	
Flying Boat "Mexico"	1	1920	(19)

- (1) Sent to El Salvador 1917.
- (2) The sequence occasionally goes out of order as for aircraft No.23 and No.24.
- (3) Crashed 18/11/03.
- (4) Crashed 19/04/25; Mexico D.F.
- (5) A total of 15 Serie H were built.
- (6) 12H67 survives today in storage at the 4/o Escalon de Mantenimiento "Tte. Ing. Juan Guillermo Villasana", Mexico City International Airport.
- (7) Reported in the Mexican Air Force Magazine TOHTLI April 1922 in the monthly report of aircraft being assembled, built, or replaced.
- (8) Crashed 21/11/05.
- (9) Reportedly flew for 6 years.
- (10) These are referred to as Avro Trainers because it is difficult to determine if they are a Avro Anahuacs (Mexican built) or the imported Avro 504K. Avro 504K known by serial numbers are so identified.
- (11) Damaged 23/03/20, Balbuena.
- (12) s/n 9578.
- (13) s/n 9990.
- (14) s/n 8914
- (15) s/n 5793
- (16) In his book "Grandes Vuelos en la Aviacion Mexicana", Manual Ruiz Romero reports that a total of 5 Serie E aircraft were built as the "Quetzalcoalt". One named "Coahuila" was piloted by Capt. Emilio Carranza flew non-stop from Mexico City to the border city of Ciudad Juarez on 2 September 1927 in 10 hours and 48 minutes.
- (17) Destroyed 23/02/06.
- (18) Ten delivered.
- (19) The noted Mexican aviation historian, Ing. Adolfo Villaseñor, affirms that the flying

boat "Mexico" was a Curtiss made flying boat, but other sources such as the Old Aviation Museum, state that it was an experimental flying boat designed at the TNCA.

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ACKNOWLEDGMENTS

I would like to thanks the following people and organizations for their help in providing the information that made this list possible: Ing. Adolfo Villasenor (Mexico), Ing. Enrique Velasco (Mexico), Dan Hagedorn (USA), S-2 Section Mexican Air Force, San Diego Aerospace Museum, and National Air and Space Museum (USA).

Santiago A. Flores (SAFCH #588), 569-47-9966, HHC 1/48th Inf. Bn., PO Box 752, APO NY 09091

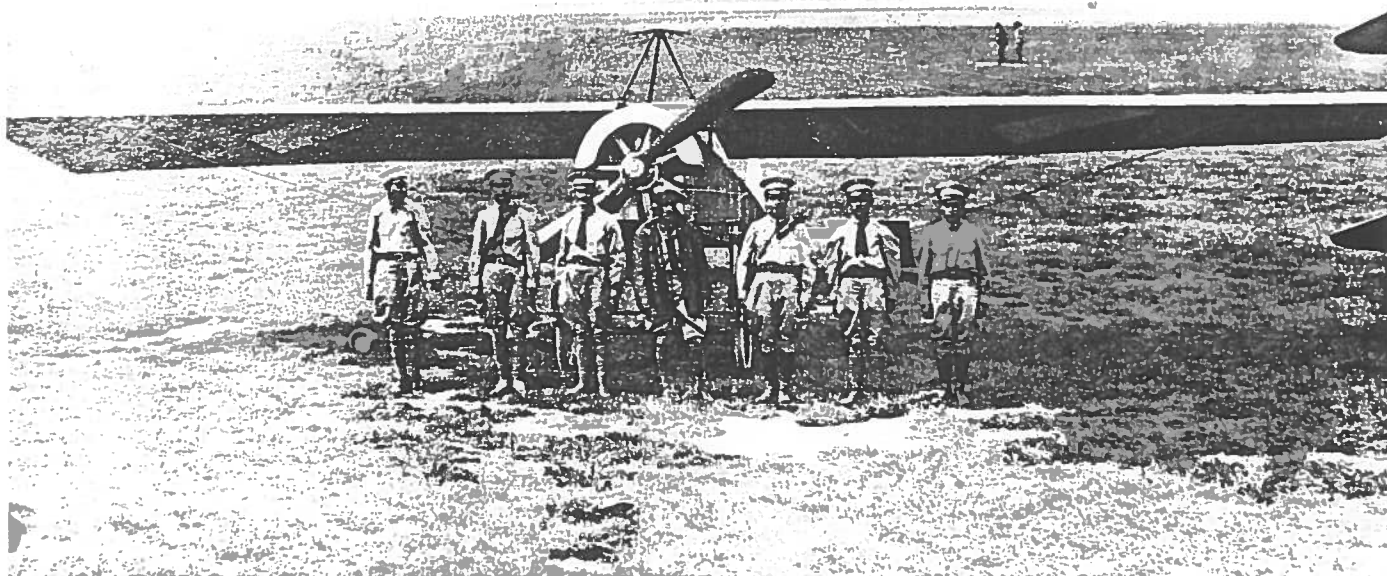
PHOTOGRAPHS

Front cover: Mexican-built Avro 504 trainers were known as the "Avro Anahuacs". About 50 were built for the Military Aviation School. Some were used in the campaigns against the "Cristeros" and other revolutionary factions. At the end of their service life, some Anahuacs were passed to civilian schools. The Anahuac differed from the Avro 504 in the configuration of the landing gear. The aircraft shown carries serial '13' on the rudder; probably serial 13A105. (Ing. Enrique Velasco)

Page 32 (top): The only surviving aircraft built by the TNCA is Parasol Serie H, serial 12H67. It is shown here in 1972 during an exhibition at Mexico International Airport. This aircraft is equipped with a Mexican-built, 6-cylinder, 80 hp Azlalt engine. (Ing. Adolfo Villasenor M.)

Page 32 (bottom): Morane-Saulnier MS-35 Parasol trainer, serial 8A100. It is shown in 1928 ready for take-off from Balbuena Field with Col. Charles Lindberg controls. (Ing. Adolfo Villasenor M.)

Photo A: A semi-parasol aircraft constructed in Mexico. It was derived from the Moissant Military monoplane with the wing raised above the fuselage to give the pilot better visibility. Shown here is Cadete Ascencio Jimenez and some of his friends on 16 September 1916 or 1917. On the original photo, the Mexican 'shield' insignia is just visible on the undersurfaces of the wing at about mid-span. (Ing. Enrique Velasco)



RUSSIAN ARMY OF LIBERATION AIR FORCE

"I have recently obtained a photocopy of the very interesting article about the ROA air force which was published in SAFO #26. I have done some research on this matter and have found some material that might be of use to you. Most of the information below stems from 'Die Geschichte der Wlassow-Armee (ROA)' by Dr. Joachim Hoffmann (Publisher: Rombach/Freiburg, ISBN 3 7930 0186 5) which contains a 20-page chapter on the ROA air force.

"The Russian Bf-109E, if genuine, could have belonged to the flying unit of the ROA's predecessor, the Russian National People's Army (RNNA). This is for two reasons: (1) the air force of the ROA was not formed until late 1944, and (2) the RNNA did operate in (and over?) Russia as opposed to the ROA which (in 1945!) was confined to Germany and Czechoslovakia. However, there is no proof that the RNNA units performed anything more than training flights and it is not certain if they had Bf-109E's.

"Please note that both the RNNA and the ROA were not independent forces. They were formed under German patronage and it was not until February 1945 that the ROA was recognized as an ally of the 3rd Reich.

"The formation on the air component of the ROA was ordered by Field Marshal Goering on 19 December 1944. the ROA was composed of the following units:

ROA-Jagstaffel 5 'Oberst Kazakov' (16 Bf-109G-10)
 ROA-Schlachtstaffel 8 (12 Ju-87)
 ROA-Kampfstaffel 11 (5 He-111)
 ROA-Verbindungsstaffel 14 (2 Fi-156 & 2 Russian U-2)
 ROA-Ausbildungs- und Ergänzungsstaffel (no number) (a pair of each above)
 ROA-Luftnachrichtenkompanie 6
 ROA-Fallschirmjägerbataillon 3
 ROA-Flakregiment 9
 RPO-LN-Telegraphenbauregiment 12
 Total complement: 4500 men

"Of the above only the first, second, and fifth flying units were actually formed. The 'Schlachtstaffel' (ground-attack squadron) was redesignated 'Nachtschlachtstaffel' in March 1945 and equipped with Junkers Ju-88's. After the ROA gained its independence in February 1945, the units were renumbered and given Russian designations. In April 1945, the order of battle of the flying units was as follows:

1. Aviacionnyj Polk (Regiment)

1. Istrebitel'naja Eskadril'ja imeni Polkovnika Kasakova (16 Bf-109G-10)
 2. Eskadril'ja Nocnyh Bombardirovscikov (12 Ju-88)
 3. Razvedyvatel'naja Eskadril'ja (3 Fi-156 & 1 Me-262!)
 4. Transportnaja Eskadril'ja (2 Ju-52/3m)
 5. Ucebno-trenirovacnaja Eskadril'ja (2 Bf-109, 2 Ju-88, 2 Fi-156, 2 U-2, 1 He-111, & 1 Do-17)

1 Esk. in Nemecky Brod (Czech.)
 2 & 5 Esk. in Cheb (Czech.)
 4 Esk. for transporting paratroops
 3 Esk. = reconnaissance squadron

"The night ground attack squadron did, in fact, fly at least one operation; it attacked a Soviet bridge-head south of Frankfurt on the Oder on 13 April 1945. Shortly afterwards, the ROA air force returned its aircraft to the Germans and set out westwardly and on 27 April surrendered to the Americans.

"Markings of the aircraft are supposed to have consisted of German Balkenkreuze on wings and fuselage supplemented by a blue cross of St. Andrew on a white field carried the same way the Italian *Socail Republican air force carried their markings. No photographs are known to exist that show these markings, but documents indicate that this was correct. Nothing is known of possibly-allocated unit codes."

Hans McIlveen, Willem Andriessenlaan 37, 3122 JS Schiedam, THE NETHERLANDS

RNZN AIRCRAFT

"I enjoyed the article by R. D. Layman in SAFO #35 on inter-war naval aircraft in the small navies. I have a few corrections and additions concerning New Zealand naval aircraft.

"Following an outbreak of violence on Samoa in December 1929, HNS Dunedin was dispatched to Samoa carrying a New Zealand Permanent Air Force DH-60 Moth. At this time, the NZPAF was still a part of the NZ Army. Between January and March 1930, this Moth participated in the first operational use of a New Zealand military aircraft.

"When the Achilles and Leander (with their Walrus aircraft) arrived in New Zealand in 1936/37, they were members of the New Zealand Division of the Royal Navy still a part of the British Royal Navy. The RNZN has only existed since 1941. The Walrus were British Fleet Air Arm aircraft which was actually part of the RAF until 1939. Even after the NZ Division of the RN became the RNZN, the Walrus aircraft were still operated by the British FAA."

Paul Adams (SAFCH #773), 109 Point Chevalier Road, Point Chevalier, Auckland 2, NEW ZEALAND

RNZAF DAUNTLESS RECOVERED

"RNZAF SBD-4 Dauntless NZ25037 has been recovered by the RNZAF from Espirito Santo in the New Hebrides. This aircraft, belonging to 25 Squadron, went missing on 11 February 1944 during a training flight prior to going into action against the Japanese. An RNZAF advance party, engaged in Exercise Tropic Venture, located to crash site with local assistance. The bodies of the crew were not found, and it is thought that they were killed when they bailed out. It is reported that the locals found and buried one of the bodies.

The Dauntless was lifted out by a 3 Squadron Iroquois, and then it was flown back to NZ in a 40 Squadron Hercules. The aircraft is to be rebuilt and displayed in the Air Force Museum at Wigram."

Paul Adams (SAFCH #773), 109 Point Chevalier Road, Point Chevalier, Auckland 2, NEW ZEALAND

YOUNG MEN & SCHOOL GLIDERS

BUCHER Bu-131 Jungmann; 1/72-scale injection molded kit. Huma Modell, Kilianstadter Str. 9, D-645 Hanau 6, West Germany. DM 14.50 plus DM 4.00 for airmail postage to USA.

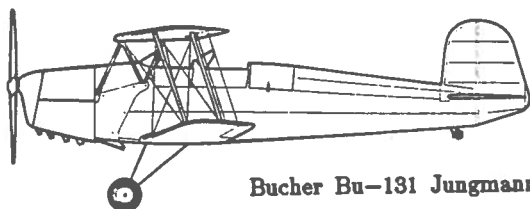
The Bucher Jungmann has been on my list of "most wanted" kits for a great many years. Not only is it a beautiful aircraft, but it also has great small-air-force potential. Weal & Weal in "Combat Aircraft of World War Two" list it as serving with ten air forces (Finland, Germany, Hungary, Japan, Lithuania, Netherlands, Rumania, Spain, Sweden, & Switzerland). To these should be added (at least) Czechoslovakia and Yugoslavia. The instruction sheet with the Huma kits says the Bu-131 was "delivered to 23 countries", undoubtedly many of these were civil machines.

While not quite up to quality of a Monogram or a Fujimi, the Huma Modell kit of the Bu-131 is an excellent kit. The Huma Modell kits are certainly the best injection molded kits from any of the "smaller" companies.

Molded on one tree of white plastic are 45 flash-free parts including alternate cowls (for the Hirth or Lycoming engine) and ski undercarriage. The molding is crisp with good representation of the fabric covered fuselage and flying surfaces. The interior detail, consisting of a floor and pairs of seats, control columns, and instrument panels, is spartan but acceptable.

The instruction sheet is a thing of beauty. Included are a trio of 1/72-scale 3-views and color schemes for no less than 9 different aircraft (mostly post-war civil machines). All these schemes are provided on the large (16.5 cm by 13.5 cm) sheet of decals. Military schemes include Germany, Japan, and USAAF.

The Bucher Bu-131 Jungmann is another excellent kit from Huma Modell that will be greatly appreciated by all modelers.



Bucher Bu-131 Jungmann

GRUNAU 9 and SCHULGLEITER SG 38; 1/72-scale injection molded kit. Huma Modell, Kilianstadter Str. 9, D-645 Hanau 6, West Germany. DM 14.50 plus DM 4.00 for airmail postage to USA.

Huma Modell's second new release is both surprising and welcome. Included on one "tree" are two open-framework primary gliders. The Grunau 9, or "Schadelspalter" (skull splitter) was designed in 1924 and served until 1938 when it was replaced by the similar-appearing SG-38.

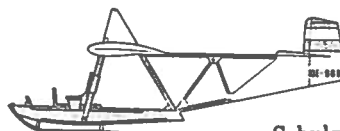
The kit, while up to the usual high standards of Huma, is one of their simpler kits. Each glider consists of only three major parts; an open-framework fuselage which is nicely molded in one piece with scale thickness members, a wing, and a horizontal tail. Small parts are even less numerous, consisting of a seat and rudder pedals. The pilot (not provided with the kit, but I think you'll want to steal one from the Bu-131 kit) can be seated

either in the open or within a rudimentary enclosure (3 different shapes are provided). The kit is completed by a small towing trolley.

The instruction sheet is up to the usual high standard expected from Huma with each glider getting a full page of 1/72-scale drawings. Why so many drawings for such simple models? Because of the open framework, nothing can be hidden and the drawings show the location of all the control cables and rigging.

Color schemes are given for seven machines, mostly German, but one Austrian and one post-war French gliders are included. The small (9 cm by 6.5 cm) decal sheet provides all the makings needed for these 7 schemes.

While of limited small-air-force appeal, the Huma glider kits will allow the modeler to add something quite different to his collection while providing a challenge in doing a realistic rigging job. These primary gliders should look quite nice alongside a couple of the sleek 1/72-scale Polish gliders. Who knows, perhaps one of our Austrian members will come up with some colorful Austrian color schemes for these models.



Schulgleiter SG 38

RESIN-CAST FITTER

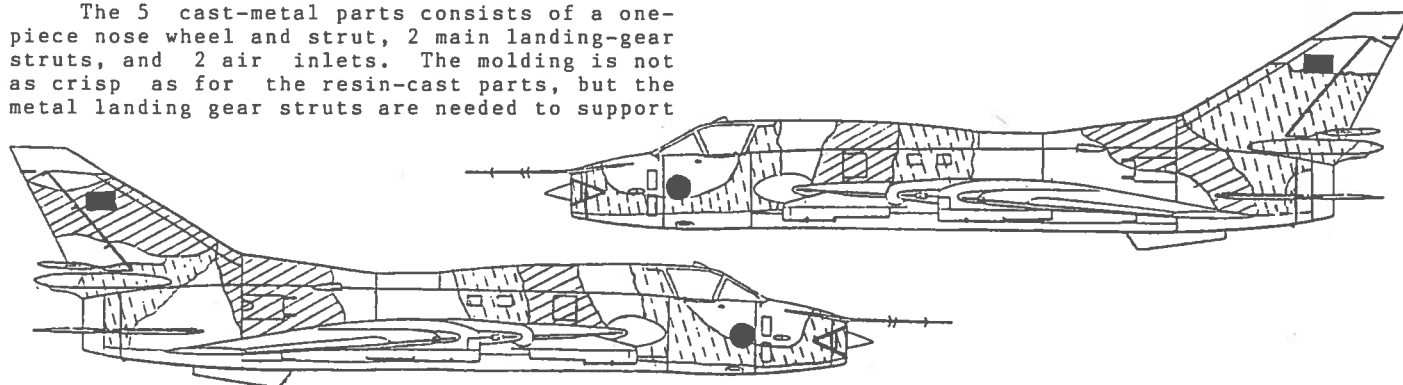
Sukhoi Su-22 Fitter H/J; 1/72-scale resin-cast kit. Maquettes Dautie, 1 rue des Martyrs de Chateaubriand, 94490 Ormesson, France. 105.00 F (approximately \$18.50) plus 12% postage.

One would think that the clash of US Navy Tomcats and Libyan Sukhois over the Mediterranean Sea would make the swing-wing Russian a hot prospect for profit-seeking manufacturers of injection molded kits. The lack of any response from this segment of the industry probably does not indicate any reluctance to take advantage of a situation, but rather the expense of tooling-up for a new injection-molded kit. Fortunately, the cottage industry is able to respond to the opportunity.

The Maquettes Dautie kit of the Su-22 is the most ambitious resin-cast kit this reviewer has seen. Every aspect of manufacturer is represented in this kit except for injection molding. Besides the usual resin-cast parts and vacuformed canopy, this kit contains cast-metal parts, etched-brass parts, and decals.

There are 23 resin-cast parts including a two-part fuselage (molded solid but divided just behind the wing), vertical tail, four wing panels, horizontal tails, ejection seat, instrument hood, main wheels, four weapons pylons, and external stores consisting of pairs of fuel tanks, missiles, and rocket pods. The molding is crisp and includes straight, clean, engraved panel lines. Flash is entirely absent and the "parting" lines are small and easily removed without damaging the excellent surface detail. The cockpit tub is molded with built-in side panels and insertion of the ejection seat and instrument hood will provide either an acceptable cockpit or the basis for super detailing. The missiles and rocket pods are little gems than would not look out of place hanging on models built from the best injection-molded kits.

The 5 cast-metal parts consists of a one-piece nose wheel and strut, 2 main landing-gear struts, and 2 air inlets. The molding is not as crisp as for the resin-cast parts, but the metal landing gear struts are needed to support



LIBYAN Su-22 FITTER

the substantial weight of the solid fuselage. Unfortunately, on the review kit, one of the landing gear struts had a short retraction strut caused by a "short shot".

The etched-brass parts are on 3 sheets of different thicknesses to fit the different types of parts. These parts are the wing fences, dorsal fin, main- and nose-wheel doors, 5 antenna-like protrusions, a HUD unit for the cockpit, 4 fins for each fuel tank, and a one-part and 4-part nose probes.

The vacuformed canopy is clear with well-molded frames, but maybe a little on the thick side.

The decal sheet is small but comprehensive, and includes markings for either a Soviet or Libyan aircraft along with 2 full set of numbers (red with white border and blue with black border). Since only 2 of each number is given, it will be difficult to model any aircraft with a number repeated in its code.

The 5 pages of instructions show where all the parts go and give the color schemes (port, starboard, and top views) for camouflaged aircraft in Soviet and Libyan service. The text is in French, but the drawings are self explanatory. However, a letter that accompanied the review kit explains that kits sent to English speaking countries will be written in English.

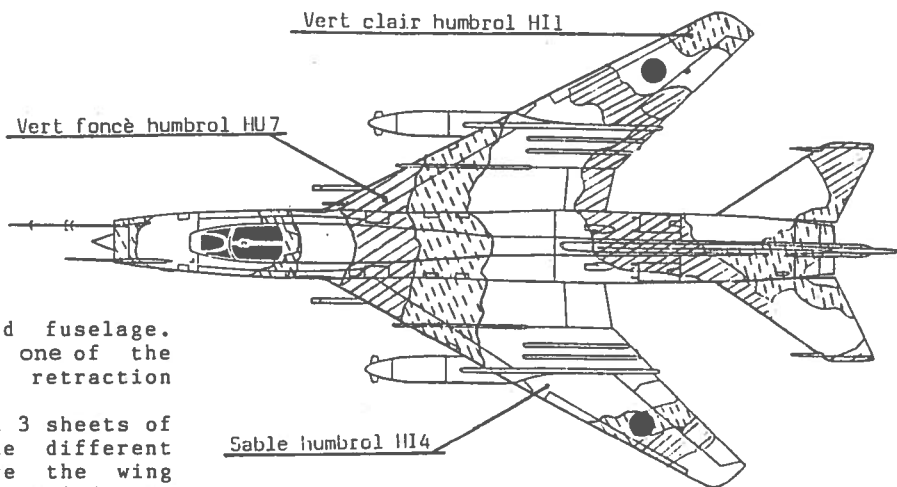
The kit is well packaged in a strong cardboard box, with parts either wrapped or in individual plastic bags.

This is an impressively engineered kit that brings together all the various aspects of the cottage industry. The quality of the molding is outstanding. My only complaint is the casting of the fuselage in two parts (probably because of size limitation in the molding process) and the separation of the vertical tail from the rear fuselage. Both these areas are going to cause difficulties for the modeler inexperienced in marking resin-cast kits. But, this is nit picking; this is a great kit - it does cost much more than other resin-cast kits and it gives you a lot more for your money.

Vert clair humbrol H11

Vert foncé humbrol HU7

Sable humbrol H114



Maquettes Dautie's catalog lists 44 other resin-cast kits including mostly accessories, conversion kits, and ground equipment. The only other complete kit is for the Alouette II in 1/72 scale at 52.61 F. If anyone is interested in their catalog, but reluctant to write to France, I can provide copies of the catalog for \$0.65 (4 xerox pages plus postage). Also, one kit of the Su-22 is available for \$20.00.

HIGH TECH VACUFORM

STAMPE SV.7; 1/72-scale vacuform kit. Expomodel; produced by the Association of London Modelers. Available from R.W. Plumridge, 6 Harvey House, Crabtree Ave., Romford, Essex, RM6 5HA England, for US\$ 12.00 including postage and packing.

High Tech has come to vacuform kits; first it was extruded struts, then cast-metal parts - now it is etched-brass parts. As it says on the instruction sheet: "You have purchased a unique vacuform model. First to be produced in the U.K. with decals, etched brass and white metal components. It is also probably the first to be designed by committee! Fifty per cent of the proceeds of your purchase is being passed directly to the National Society for the Prevention of Cruelty to Children." Not a bad concept. The list of names of persons contributing to the production of this kit looks like a "who's who" of the British cottage industry.

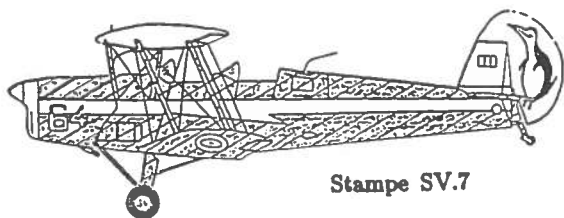
Let's look at the kit: The plastic parts come on a single sheet of thick white plastic 19 cm by 13 cm. Included on the sheet are all the parts (including those that are also supplies in cast metal or etched brass). The wings and vertical tail are double surfaces

although the horizontal tail is single surfaced. The surface detail on the wings and tail surfaces is raised which is all right for the rib detail but the modeler will have to cut out the control surfaces. The fuselage contains poorly engraved panel lines which will have to be re-engraved. The quality of the molding is not up to that of the better vacuform kits. Alternate cowls are provided for either the Gypsy Major III as used by the Belgian Air Force or the Renault as used by the French Air Force.

It is a shame that the molding is not the highest quality, because the rest of the kit is superb. The strut material is thin and has a true streamline cross section. The white metal parts by Aeroclub consist of a pair of main wheel, a tail wheel with strut, and a propeller. The etched brass parts are, as far as this reviewer knows, the first to appear in a vacuform kit. Made by Akita, they include cockpit side framing, seats, rudder pedals, throttles, trim wheels, harness buckles, and instrument panels. The decal sheet is small but effective and includes codes '64' and "penguin" for a black and yellow "sun burst" Belgian trainer. The Belgian roundels are not provided.

The instruction sheet is, like the kit, a mixed bag, featuring good instructions, an indifferent exploded view, and a barely acceptable 1/72-scale 3-view drawing of Belgian '64'.

It's a real pity that the quality of the vacuform parts do not match that of the rest of the kit. If they did, this kit would be a world beater worth every penny of its \$12.00 cost. As it is, it is going to take some work to produce an outstanding model, but, hey, that is the name of the game, isn't it. And, the fact that six of your dollars go to a worthy cause more than makes up for the high cost.



Stampe SV.7

CLASSIC 1/72 PLANE

DFW CV, ALBATROS DI/DII, MARTINSYDE G.100/G.102 ELEPHANT, and VOISIN LA III: 1/72-scale vacuform kits. Classic Plane, c/o Detlef Schorsch, Mollneys Rocken 6a, 4300 Essen 15, West Germany.

One of the most prolific and, in this reviewer's opinion the manufacturer who provides the best buy for the money in vacuform kits, is Classic Plane from West Germany. The first three kits listed above have been at hand for some time and, since they represent the usual high quality expected from Classic Plane, they can be reviewed together. However, the fourth kit, the Voisin, represents an innovation for Classic Plane and it will be reviewed separately.

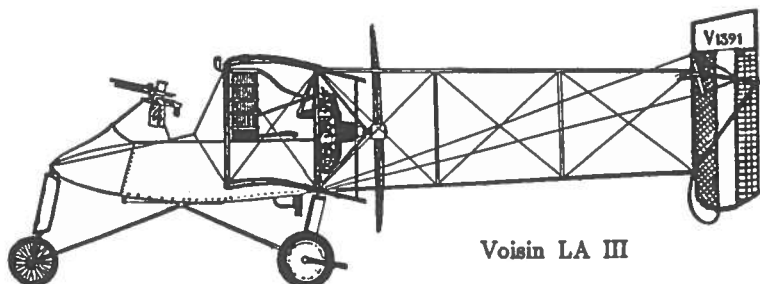
The DFW, Albatros, and Martinsyde are typical Classic Plane products of the same high quality as the other Classic Plane kits that have been reviewed on these pages in the past. All are molded on thick white plastic with delicately engraved panel lines and realistic

wing ribs. Included are all the parts needed to complete the kit including wheels, seats, engines, propellers, etc. The fastidious will want to replace the smaller items with cast-metal parts from Aeroclub, but a good job can still be done using the parts from the kit.

While the Martinsyde can be built only in RAF roundels, the Albatros can be finished in Polish markings, and the DFW C.V is a small-air-force dream that carried the markings of Poland, Estonia, Finland, the Netherlands, Switzerland, and maybe a few other countries.

If you have the slightest interest in building models of WWI aircraft, then the Classic Plane kits are for you.

It is hard to imagine any aircraft that would challenge the modeler more than the Voisin LA III. The twin booms, 3-bay wings, and 4-wheel undercarriage should task the ingenuity of even the most experienced modeler, and the rigging will terminate whatever sanity remains.



Voisin LA III

Classic Plane's kit of the Voisin attains the quality of their previous releases with delicate surface detail and realistic wing ribs. On the sheet, this kit is deceptively simple. There are the two fuselage halves, the wings and tail unit are single surfaces, and there only a few small parts. (The front pair of wheels are molded in clear plastic so that the modeler can try to simulate an uncovered spoked wheel.) Only the large quantity of strut material hints at difficulties to come.

A welcome innovation by Classic plane is the inclusion of cast-metal engine and propeller from Aeroclub. The back pair of wheels, skis (for the Russian winter), seats, and radiator are molded in plastic. The only thing missing is a machine gun and this is best obtained from Aeroclub after you determine what version you want to build.

The 4-page instruction sheet has 6 photos of the aircraft at the Musee de l'Aire, an excellent 1/72-scale 3-view drawing, drawings of a ski-equipped Soviet machine, and sketches of the interior and some of the more difficult rigging details. Not mentioned in the list of references are the excellent color drawings appearing in "Color Profiles of World War 1 Combat Planes" by Apostolo and Begnozzi.

Built stock from the kit, the Voisin can be finished in French, Belgian, or Italian markings (decals not included). Classic Plane states that "If there will be enough demand, a conversion set will be produced with parts for: LA 5, inline engined, and float version."

The Classic Plane Voisin LA III is not a kit for the faint hearted. However, it is a kit for any modeler who wants to prove to prove to him/herself that there is more to modeling than putting together "high-tech" kits. I would be more impressed with the present "state of the art" of modeling if, instead of a whole squadron of Fujimi Cutlasses, I saw a couple of Voisins on the table at the next model meet.

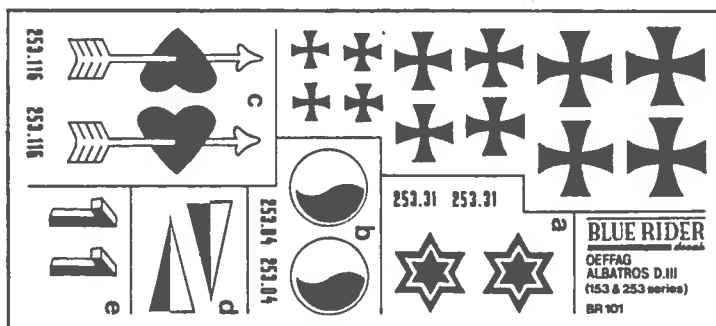
BLUE RIDER

OEFFAG ALBATROS D.III (53.2 & 153 series) CONVERSION and OEFFAG ALBATROS D.III (253 series) CONVERSION; 1/72-scale, vacuform kits. Blue Rider Models, 43a Glasford Street, Tooting, SW17 9HL, England.

Arriving close on the heels of the excellent decals for early Soviet and Polish aircraft are two vacuform conversion kits for two versions of the Oeffag Albatros D.III: One for series 53.2 and early series 153 (with propeller spinner and the other for late series 153 and series 253 with blunt nose.

Blue Rider describes the kits as follows: "Each kit consist of a vacuum-formed fuselage plus accessories, to be used in conjunction with the commercially available injection molded kit by Revell or Eschi of the Albatros D.III. The vacuum-formed fuselages are designed to accurately match up to the Revell or Eschi kit's wing and tail units. Full cockpit interior detail is provided. High quality white metal accessories are provided for the engines, spinner, propellers and wheels.

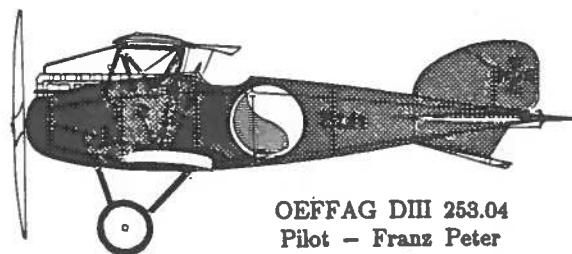
"A comprehensive decals sheet for Air Aces of the Austro-Hungarian Empire is included with each kit. Six choices of markings are provided for the 53.2/153 series Albatros as follows: 53.27 Franz Graser (18 victories), 153.12 Karl Kaszala (8), 153.15 Julius Arigi (32), 153.42 Ferdinand Udvady (8), 153.46 Eugen Bonsch (16), and 153.47 Josef Kiss (19). With the 253 series kit, five choices of markings are provided: 153.145 Ludwig Hautzmayer (7), 153.185 Josef von Maier (7), 253.04 Franz Peter (6), 253.31 Eugen Bonsch (16), and 253.116 Friedrich Navratil (10). Full instructions with painting and decal placement guide are included with the kits. Kits retail for £4.50 each.



"Payment should be made in Sterling by International Money Order. All checks should be made payable to Blue Rider Models. For postage and packing by surface mail, please add 20% of order value."

The kits are remarkably similar so a review of one will suffice for both. On a single sheet of thick white plastic 14.5 cm by 9 cm are 13 parts. Included are 2 fuselage sides, double-surfaced vertical tail and ventral fin with tail strut, engine cowl, 2 types of radiators, with cockpit detail consisting of a rear bulkhead, seat, floor, and instrument panel. Surface detail is inscribed on the heavy side, but a little sanding and a coat of paint should correct this. A nice touch is a separate plastic bag for the cast-metal parts which consists of wheels, propeller, and engine with separate inlet manifold and exhaust. The engine should make up into a little beauty, so it would be a shame to cover it up with the cowl.

The high-quality decal sheet includes markings for 5 aircraft as detailed above and the instruction sheet provides all the



information necessary to paint and decals each aircraft. Of special interest to SAFO readers will be aircraft '253.04' of Franz Peter with its red & white Polish motif.

The aircraft of the Austro-Hungarian Empire have been receiving a lot of attention lately with the publication of books by Martin O'Connor (SAFO #40) and the OFH (SAFO #44). Now it is possible to build accurate models of the colorful Albatroses shown in these books. (The leftover fuselage from the Revell kit can probably be used to make a Albatros Dr-1.)

It will be interesting to see how the model built from the Blue Rider kit compares to the Oeffag D-III I converted from the Revell kit a few years back.

FINNISH INSIGNIA

SUOMALAISET KANSALLISTUNNUKSET 1918; 1/72-scale decals. Americal/Gryphon, 4373 Varsity Lane, Houston, TX 77004. \$5.00 plus postage (Before the postal increase the postage was \$1.10 for the US and \$2.65 for overseas)

"On 6 March 1916 the Swedish Count Eric von Rosen took off from Sweden in his Thulin D (license-build Morane-Saulnier L Parasol Monoplane) and flew across the Bothian Sea, landing near Vaasa where he turned his aircraft over to the Finnish authorities. With that single act he founded the Finnish Air Force. More than that, he had marked his machine with his personal good luck symbol, a swastika, painted in the Finnish national colors of blue on a white field so that he simultaneously provided the Finnish Air Force with the national insignia that they would use for the next 27 years." Thus, starts the instructions for this impressive decals sheet.

Printed on a 21-cm by 27-cm sheet in blue and white are approximately 80 Finnish insignia ranging in size from 2 cm down to 6 mm. Some are printed on square white fields, other on circular white fields, and still other without background. Four of the smaller swastika are of the uncommon "left facing" type.

The instruction sheet lists the style and size of insignia to be applied to ten different types of aircraft (Thulin D, Alb B, DFW C.V, N 16, N 10, N 23, FF 33s, FF 49c, Rum 6B, and Rum C.VIII). This is only a small fraction of the types than can be built using these decals; I suspect that Americal/Gryphon restricted the instructions to aircraft used by Finland before the end of WWI.

Since the instructions do not include drawings of the aircraft, this package can not be used effectively without additional reference to provide color schemes and codes. The best single reference on early Finnish aircraft is "Suomen Ilmavoimien Lentokoneet 1918-38" by Keskinen, Stenman, and Niska, and published by Tietoteos, PL 110, 00141 Helsinki

14, Finland. This book feature photos and drawings not only of all the aircraft types mentioned above but of many other types used by Finland after WWI (Spad 7, Breguet 14, Caudron G.3, Fokker D-VII, IVL A.22, Martinsyde Buzzard - to mention only a few that available in kit form).

An omission that is much harder to correct is the absence from the decal sheet of the code numbers necessary to complete the models. Since some of these code numbers are of rather fancy design, they will be hard to find on sheets of generic numbers.

The Americal/Cryphon sheet of Finnish Air Force insignia is indispensable for anyone planning to make more than one model of early Finnish aircraft. However, it must be supplemented by additional references, a couple of sheets of number, and the willingness to do some hand painting.

Anyone looking for an interesting commercial project, should consider the production of a booklet illustrating early Finnish aircraft that can be made from available kits and include a decal sheet containing the numbers (and individual insignia) needed to complete the models.

SPANISH MILITARY AIRCRAFT

AVIONES MILITARES ESPANOLAS, Jose Warleta Carrillo, Carlos Perez San Emeterio, and Jesus Salas Larrazabel. Instituto de Historia y Cultura, Madrid 1986. Hardbound, 501 pages, 30.5 cm by 23.5 cm.

This book, published to celebrate the 75th anniversary of military aviation in Spain, describes every aircraft type that served with the Spanish Air Force since its creation in 1911. Coverage of each type varies from a few lines to almost three pages, depending on the importance of the type, and includes black & white photographs and 3-view drawings of the more numerically important types. The drawings are sometimes, but not always, in 1/72 scale.

The is chronologically divided into three periods: 1911-1936, 1936-1939, and 1939-1985.

Eighty-four types are, some of which are rather unfamiliar, are described for the 1911-1936 period. For example, the Loring I and Loring III of the late 1920's is illustrated with four photos and 1/72-scale drawings. Seven appendices give information on military programs, aircraft designations, and other matters of interest.

The second period covers the Civil War, with 160 types described. Since this period has been well covered numerous other books, it is, for me, the least interesting part of the book, although effort has been made to include original photographs. One appendix gives a list of aircraft that did not enter service although acquisition was planned - not all aircraft were used in the Spanish Civil War, and another compares performance of the main combat planes.

The third section covers 83 aircraft types, some of which are really unexpected, such as a Fairey Swordfish impressed in March 1941 after running out of fuel, or a pair of ex-German FW-200 which strayed from their Bordeaux base in January 1943.

There are some color illustrations including full-page photographs for the third period, some rather rather indifferent paintings for the second period, and marvelous reproductions of the "Azulejos" (ceramic plates) from the Tablada Air Base which depict the first military aircraft in Spain.

Some of the 3-view drawings are rather poorly done. Were I a pilot during the Civil War, I would have vehemently refused to fly the thing identified as a "Breda 65 K 14" and would have preferred the version shown by G. Garellio in his book "Il Breda 65 e l'Aviazione d'Assalto". But, the book is still of great interest, especially since it covers the pre- and post-Civil War periods. The price of the book is 5400 pesetas (approximately \$48.00) and it can be ordered from Barreira Militar, Mayor 4, 28013 Madrid, SPAIN. They speak and write English, so there will no trouble in ordering the book directly from them.

Jean Yves Goffi (SAFCH #427), Residence Vallon St. Hilaire - Bat 6, Rue de la Petite Porte, 76000 Rouen, FRANCE

AIRPLANE FIVE VIEWS

AIRPLANE FIVE VIEWS, Vol. 1, by Bernhard Klein. 44 pages, 14 cm by 21.5 cm. BCFK Publications, PO Box 128, Midland Park, NJ 07432-0128; \$3.50.

Bernhard Klein has been trying to make a commercial success of his excellent scale drawings for quite a long time. I first became acquainted with them in 1974 when four issues of "Airplane Five-View Album" were published. Each issue contained sixteen, full-page (8.5 in. by 11 in.), 5-view drawings. Another try was made a few years later with "Airplane Scale Views", which covered 10 aircraft (again in the 8.5 in. by 11 in. format), but this time with cross sections. One of the strengths of Bernhard's books has been the mix of aircraft covered which is well stated in the subtitle; "Production types, Prototypes, One-off's, and Projects".

"Airplane Five Views" is almost indistinguishable from its predecessors in both quality and format. This time there are many more drawings; 34 aircraft are depicted. The drawings are again "page scale", but smaller than previously since the pages are only half as large as before. Because of the availability of enlarging copying machine, this latter should not be a problem for anyone wanting to use these drawings as a basis of a model. The absence of cross sections on these drawings should not deter the avid scratch builder who should be able to supply his own cross sections after a carefully studying photographs of the prototype.

For those unfamiliar with the quality of Bernhard's drawings, one of the drawings from his latest book is enlarged to 1/72-scale from reproduction in this issue. Each drawings is accompanied by a short description; the one for the Namcu is as follows.

"Type: Single-seat day- and/or night-fighter. Engines: One Rolls-Royce Merlin-134 (left) & one Rolls-Royce Merlin-135 (right) of 1,800 hp (1.342 kW) each, driving 4-bladed propellers in opposite directions. Max. Speed: 436 mph (702 km/hr). Span: 49 ft 2 in. (15.00 m). Length: 37 ft 8-3/4 in. (11.50 m) Armament: (proposed but not fitted) Six 0.79 - 20 mm Hispano-Suiza HS.804 cannon, fitted in the bottom of the front fuselage. Only one prototype built, which flew for the first time on 10 July 1948."

The aircraft depicted in Vol. 1 are: Northrop N-102 "Fang", Koolhoven FK-58, Martin XB-33-MO, Kawanishi J6K1 "Jinpu", Marcel Bloch MB-152C1, Nakajima J5N1 "Tenrai", SAAB 19, Messerschmitt Me 109TL, Chance Vought XF5U-1, Gourdou G-50B2, Gloster F.9/40 "Meteor", IMAM Modified Lockheed F-5F-L0, Nakajima J1N1,

Boeing XB-55-B0, Junkers Ju 388J-2, Instituto Aerotecnico IAE 30, Douglas A-20-DE, Blackburn B.44, Focke Wulf Fw 190V1 "Wurger", North American XB-28-NA, Kawasaki Ki.88, Morane Saulnier MS.460C1, Ryan XFR-1, Potez 220A3-01, Miles M.39B "Libellula", Arsenal VG-32C1-01, McDonnell XP-67-MC, Handley Page HP.88, Tupolyev Tu-2S, Fisher P-75A-1-GC, Gloster F.9/37, Curtiss YP-37, Bristol Type 194, Rikugun Ki.93-Ia, and Rockwell International FSW-ATF.

Most of these drawings will be familiar to anyone who has Bernhard's earlier books, but there are some new types and this endeavor desires the support of everyone interested in good drawings of unusual aircraft.

INDEX TO MODEL PERIODICALS

INDEX TO MODEL PERIODICALS 1985, Cardwell. Hippogriff Publications, 111 E. 5th, Bonham, TX 75418. \$7.75 plus \$1.00 postage.

SAFCH member Paul Cardwell has now come out with his third index; the 1977 Index was reviewed in SAFO #43, and the 1976 Index has been out for a period of time. Paul writes: "If we can get the magazines from those who send a year at a time in bulk, we will be able to go to press on the 1986 Index by the end of April and be able to get the 1987 Index out in July, which would be the regular schedule for publishing. We will then get to work on the 1987-1984 gap, and have the 1989 Index out by mid-1989," Good luck, Paul.

Since the 1985 Index maintains the same format and same high quality as its predecessors, readers are referred to SAFO #43 for an extensive review. However, for new readers who do not have this issue, here is a brief summary: The 1985 Index contain 218 pages packed with information. Fifty-two publications (including the SAFO) in five languages are indexed. All phases of modeling are covered as indicated by the chapter headings: Static Scale, Operating Scale, Color Patterns, Non-Scale Models, Articles, and Reviews. The subheading in the chapter of Static Scale will give an idea of the depth of coverage: Drawings, Scratch Plans, Conversions, Superdetailing, and Kit Construction and Correction for each of the following: Aircraft, Armor, Automobiles, Dioramas, Engines, Figures, Furniture, Missiles, Ships, Space vehicles, Structures, Miscellaneous. The Aircraft section is further broken down by Period, Country, and Type. For example: for Between World Wars, Poland, Military, there are 7 entries, illustrated here by a typical one: Nikol A-2: 3v, cd, pph: 1939 catapult flying boat scout: SAFO Ap 85 35:71. While most of the abbreviations in the entries are self explanatory, frequent reference to the list of abbreviation will be necessary.

Index to Model Periodicals is a worthwhile and inexpensive addition to any modelers library. Now, where can I get a copy of the drawings for Edgley Optica that appeared in the Fall 1985 issue of Flug und Modell-Technik?

WISE OWL WORLDWIDE PUBLICATIONS

PLASTIC KIT CONSTRUCTOR, IPMS MAGAZINE, & AIR FORCES INTERNATIONAL: Subscriptions available from Wise Owl Worldwide Publications, 4314 West 238th St., Torrance, CA 90505.

SAFO member, Joe Daileida, sent samples of three of the many magazines he represents. Two of these will be familiar to SAFO readers since

they are abstracted in each issue of the SAFO. No further mention is necessary for these except to note that subscription are available through Wise Owl at \$23.00 for PKC and \$22.00 for IPMS MAG. Back issues are also available from Wise Owl at \$3.50 and \$4.40 each.

The third will also be familiar since Air Forces International is the new name for Modelaid International. Since no issues under this new title have been received for abstracting, a review of the issue at hand would not be out of place here. The February 1988 issue of Air Forces International contains the following sections: Update: monthly news from the military aviation world. International Report: Happy Birthday Comet; color photos of Belgian commemorative aircraft. Out and About: photos of NATO hardened Aircraft Shelters. Datafile: British Aerospace 125; including 1/72-scale drawings and 6 side-view drawings (Brazil, Malaysia, & Erie). Fighters of the Fifties: Gloster Mk.8; 1/72-scale drawings 9 side-view drawings (Israel, Denmark, Brazil, Netherlands, & Syria). Modelling Manual: Ju 188; 1/72-scale drawings, 5 color side view drawings. History: RAAF; 4 photos and 3 side-view drawings (Buffalo, Spitfire, Mustang, & P-40E). Also included in this issue are three cut-out cockpits for the P-40. Air Forces International is published monthly and a 12-issue subscription is \$45.30.

Wise Owl Worldwide Publications is a good way to subscribe to non-US magazines without bothering with foreign currency.

RECEIVED FOR REVIEW

The following books were received too late for review in the issue. Complete reviews will appear in the next issue of SAFO.

ENGLISH ELECTRIC AIRCRAFT AND THEIR PREDECESSORS, Ransom and Fairclough. Putnam.

"The English Electric Company was established in 1918 to amalgamate the electrical and mechanical interests of a number of companies. This work records the design, development and histories of the Phoenix and COW designs and other related types before dealing with those bearing the English Electric designation which began with the Wren of 1923 and continued into recent times with the Canberra and the Lightning.

"Both the authors have had long association with English Electric and its descendants, and were given full access to the company's archives and to the records of its most famous designer, W.O. Manning.

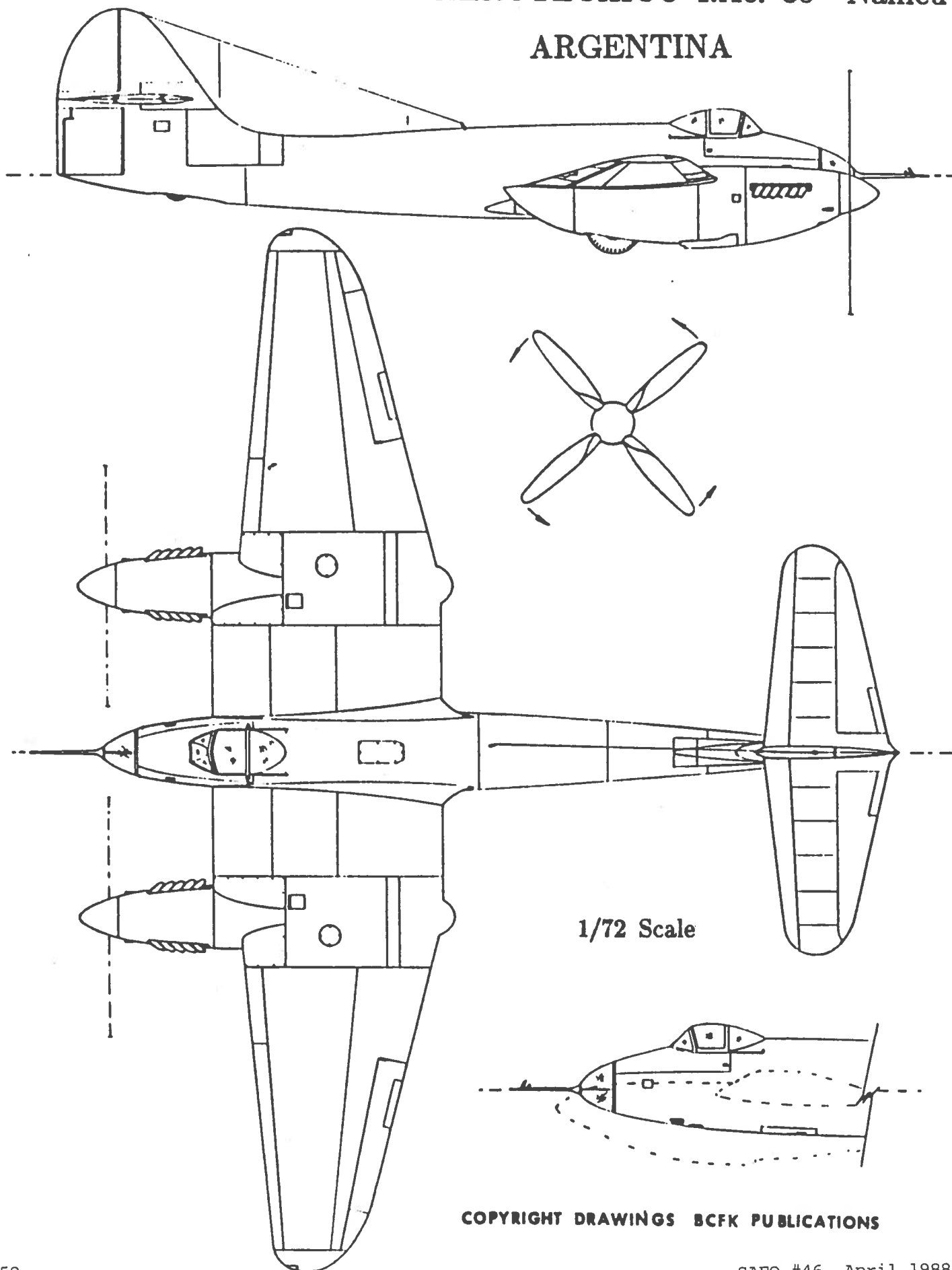
"Projects ranging from early flyingboats to supersonic and VTOL airliners are listed - including the company's significant contribution to the TSR2 - with any illustrated by three-view drawings."

216 x 138mm, 384 pages, 250 photos, 47 GA drawings. Price L20.00.

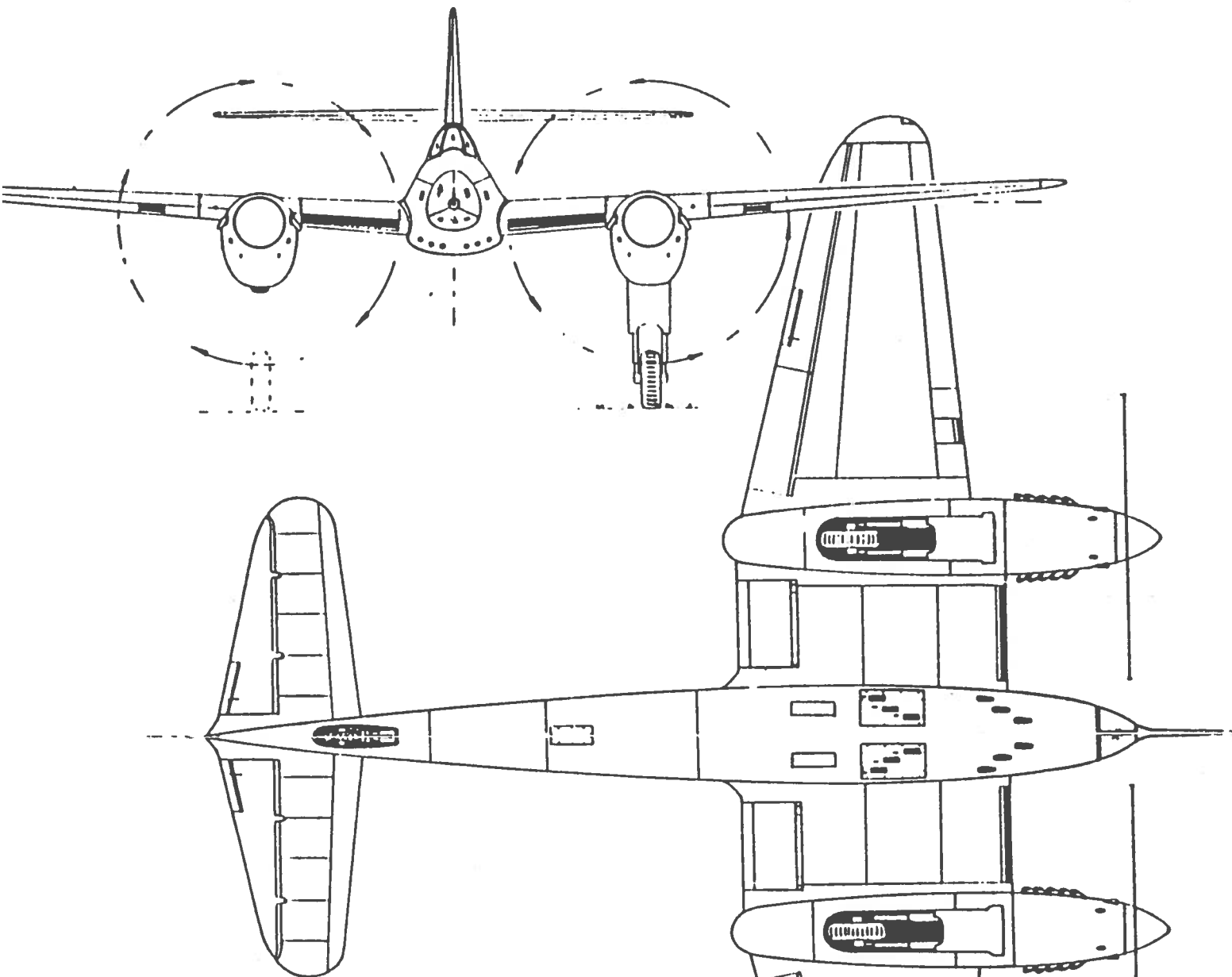
THE X-PLANES: X-1 TO X-31, NEW REVISED EDITION, Miller. Orion Books, 216 pages, \$29.95.

"Drawing from recently declassified information, Jay Miller has created a unique reference book on X-planes. According to Miller, '...this is reference book dedicated to the cataloguing and documenting of a unique aircraft family that never before has been assembled together and described in detail in a single-volume reference.'

ARGENTINA

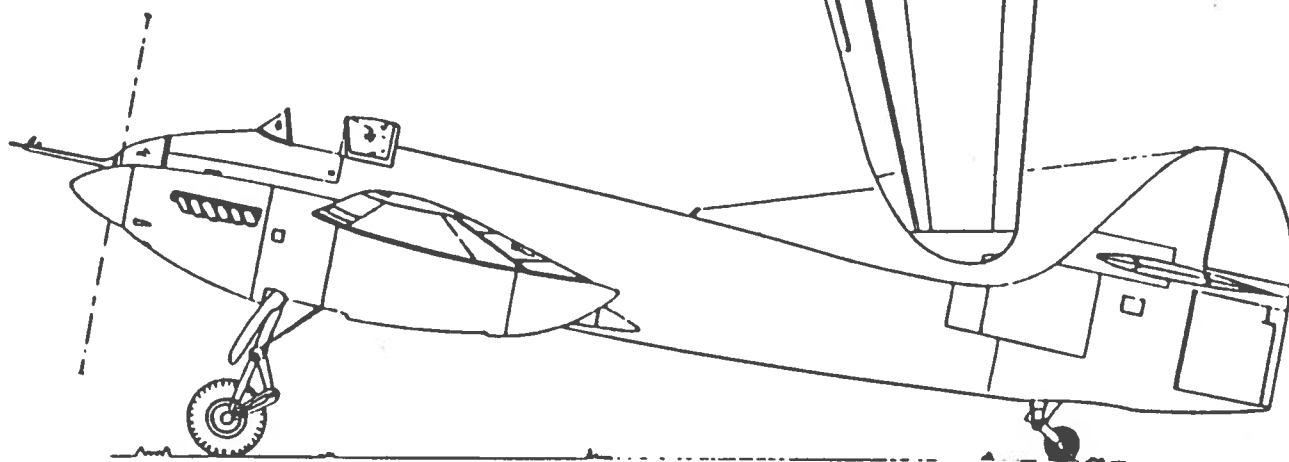


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Enlarged and rearranged from drawing in
"Airplane Five Views: Vol. 1"

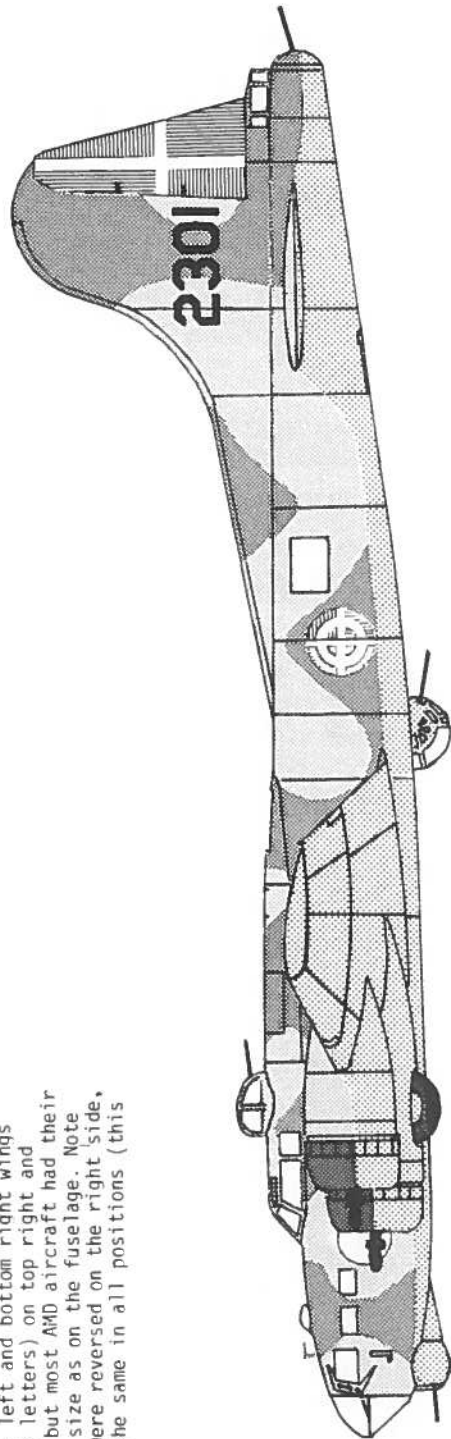
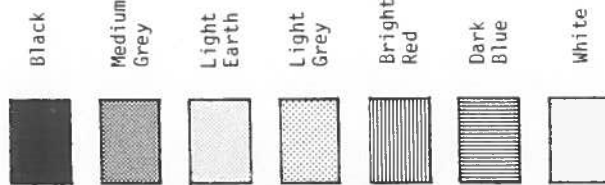
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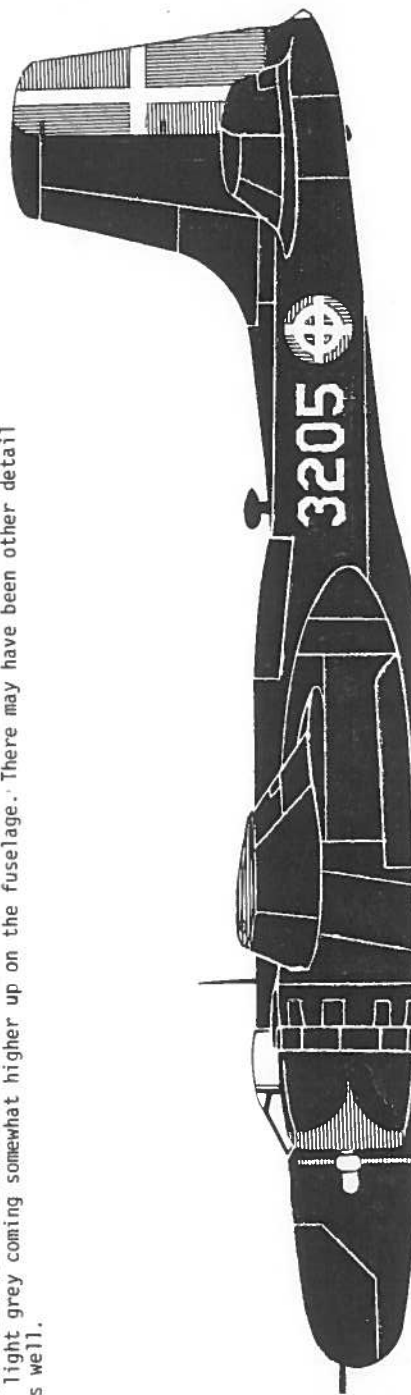
Dominicans

60

Both aircraft have roundels on top left and bottom right wings and serial numbers (without prefix letters) on top right and bottom left. Sizes are not known, but most AMD aircraft had their wing markings in roughly the same size as on the fuselage. Note that although the rudder colours were reversed on the right side, at this time the roundels looked the same in all positions (this was to change in the '60s).



B-17G of Escuadron de Caza-Bombardero, around 1955. By this time the two B-17s were rarely if ever flown. Cowings are dark grey or black. The Caza-Bombardero badge is carried on the left side of the nose only. The other B-17G, 2302, had a somewhat different colour scheme. The upper surfaces were overall earth with the underside light grey coming somewhat higher up on the fuselage. There may have been other detail differences as well.



B-26B of same unit, probably 1959-60. It must be noted that the drawing is based on colour slides taken from a long way off, so treat it as somewhat provisional. At this point the armament may have been as per B-26B standard, although the four-abreast arrangement shown here was seen on several FAD Invaders at a later date. The dorsal window appears to be painted or plated over. In all probability the same badge as on the B-17 was carried on this aircraft as well (on the left side of the nose), but size and position are not known at present. Invaders 3202 and 3203 both had a similar colour scheme.

Caza-Bombardero badge: blue-green background with red/white/blue surround (same division as on roundels); red insect with black oval and white wings/propeller disc; yellow bomb. There were detail variations on different aircraft.

Leif Hellström (SAFCH 786)

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